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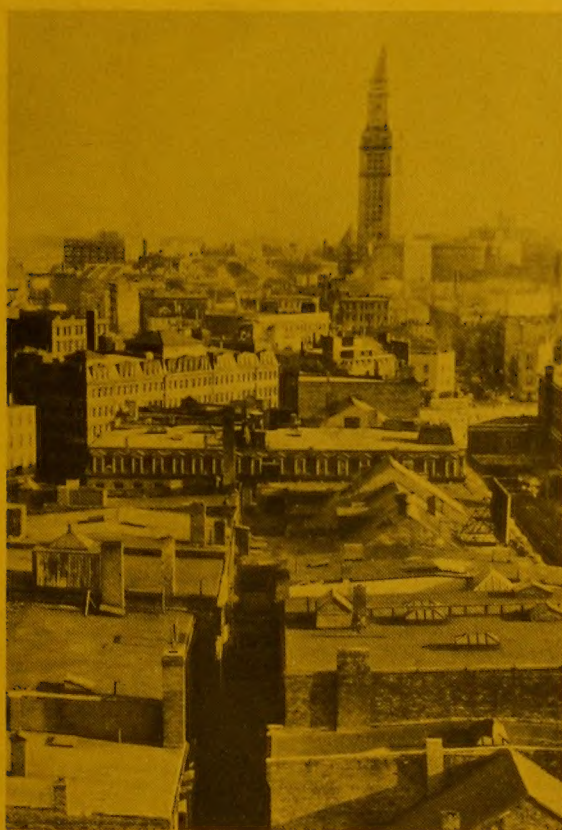
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# HIGHWAY STATISTICS

Summary to 1955

1955

1945



U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
✓ WASHINGTON, D. C.



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# HIGHWAY STATISTICS

## Summary to 1955

U. S. DEPARTMENT OF COMMERCE

SINCLAIR WEEKS, Secretary

BUREAU OF PUBLIC ROADS

BERTRAM D. TALLAMY, Administrator

CHARLES D. CURTISS, Commissioner



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## PREFACE

This bulletin provides a general historical summary of information dealing with highways, their use, and financing, thus bringing together under one cover a comprehensive statistical review of highway development in the United States through 1955. It includes all of the data presented in "Highway Statistics, Summary to 1945," thereby replacing that publication, and adds thereto most of the material published since then in the "Highway Statistics" annual bulletins.

The material is presented in four major groupings. The motor-fuel section includes analyses of motor-fuel consumption, tax rates, and tax receipts. The section on motor vehicles includes tables on motor-vehicle registrations and operators' licenses, their fee schedules, and the revenues received therefrom and from motor-carrier taxes; also included in this section are travel, loading, and speed data. The highway finance section covers the disposition of highway-user imposts, receipts and expenditures for highways, and highway debt; because of the interest in the subject, data for toll facilities are segregated. Although the local finance historical series are not presented separately in this bulletin, combined State and local government finance data are reported in several series of tables. The mileage section reports road and street mileage existing, and the mileage built each year, classified by system and by type. The section on Federal aid includes tables on Federal excise taxes and on Federal-aid funds, construction, and system mileage.

Emphasis has been placed on the presentation of data in table form. Within the limited space offered by a single volume of this size, only the most widely used data could be presented. Where possible the tables have been arranged in numbered series; each series includes information through 1955, and has been carried back as far as possible, the earliest year being dependent on the availability of information. The short texts introducing each section of the bulletin are included principally to define terms and describe the information presented; because this bulletin is essentially a compilation of statistics, philosophic discussions have been omitted. The footnotes to the tables include a considerable amount of important explanatory and supplementary information.

The data presented have been obtained largely from State annual reports and through the cooperative efforts of State and local officials, particularly those of the State highway departments. The bulletin was prepared under the general direction of E. M. Cope, Chief, Highway Statistics Branch. The data were compiled and consolidated for presentation under supervision of W. R. McCallum, Chief, Highway Finance Section, by David Sacks, Transportation Economist.

A list of the principal publications of the Bureau of Public Roads appears on the inside of the back cover of this bulletin. As indicated there, the publications are for sale only by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Of particular interest, in relation to this bulletin, are the annual "Highway Statistics" series and the two publications "The Financing of Highways by Counties and Local Rural Governments" covering the periods 1931-41 and 1942-51.



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# MOTOR FUEL

The data in the tables of this section are in most cases self explanatory. The following definitions are applicable to the terminology used:

**Motor Fuel.**—All gasoline coming under the purview of the State motor-fuel tax laws, as well as diesel fuel and liquified petroleum gases when used in the propulsion of motor vehicles.

**Special Fuels.**—Liquid fuel other than gasoline, used for the propulsion of motor vehicles.

**Exemption.**—A release from tax liability which makes it unnecessary for specified users to pay the tax at the time of purchase.

**Refund.**—A return to the purchaser of all or a portion of the tax paid on motor fuel.

## MOTOR FUEL TAX RATES AND REVENUES

The first tax on gasoline was adopted by the Oregon Legislature in February 1919 to raise revenue for the maintenance of State highways. By 1929, all States were imposing a tax on motor fuel, and 3 years later a 1-cent Federal tax on gasoline was enacted as part of the Revenue Act of 1932. Table G-205 gives the history of gasoline tax rates by States from the adoption of the first tax in 1919. The weighted average gasoline tax has increased from 4.16 cents per gallon in 1946 to 5.35 cents per gallon in 1955.

Supplementing the income from motor-fuel taxes, many States derive a small additional income from motor-fuel users' permits, pump license fees, and inspection fees, but in most instances these miscellaneous imposts produce only enough income to meet costs of collection.

Motor-fuel revenues during the period 1919-55 are recorded in table G-201 by national totals. Refunds paid, aviation gasoline tax receipts allocated for avi-

ation purposes, and revenue from the tax on motor fuel used by watercraft (allocated for waterway improvement in a few States) are shown separately.

## MOTOR-FUEL CONSUMPTION

An analysis of highway and nonhighway motor-fuel usage is given in tables G-221-223, G-223-A, and G-224. Table G-221 gives national totals of motor-fuel consumption by years for the period 1919-55; tables G-222 and G-223 record total use and highway use by States for the years 1925-55. Available data do not permit the complete classification of nonhighway use of motor fuel, but the totals by States are given in table G-224.

Most States relieve users of payment of tax when motor fuel is used for either nonhighway or public purposes. Several have in the past permitted motor fuel to be sold tax exempt upon the purchaser's statement that it would not be used for highway purposes, but only Oklahoma still retains the exemption method in preference to granting refunds. Table G-240 gives the relative amounts of motor fuel exempted or refunded for alleged nonhighway use as percentages of total motor-fuel usage. This analysis has been prepared for the years 1940-55.

Diesel fuel is taxed by all States except Vermont, and in all but two States the tax is applied in the first instance to highway use only. In recent years there has been a move toward taxing diesel fuel at a higher rate than gasoline because of the greater number of miles per gallon achieved by diesel vehicles. Higher diesel tax differentials of 1 cent per gallon are applied in California, Iowa, Mississippi, and Nevada; 1½ cents in Texas; and 2 cents in Kansas, Montana, and New York.

MOTOR-FUEL CONSUMPTION IN THE UNITED STATES, 1919-1955 1/

TABLE G-221

YEAR	PRIVATE AND COMMERCIAL USE				PUBLIC USE				SUMMARY OF TOTAL USAGE				LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC.	TOTAL QUANTITY CONSUMED	YEAR	
	HIGHWAY	NONHIGHWAY	TOTAL	FEDERAL		STATE, COUNTY, AND MUNICIPAL		TOTAL PUBLIC USE	HIGHWAY	NONHIGHWAY	TOTAL					
				HIGHWAY	NONHIGHWAY	TOTAL	HIGHWAY					NONHIGHWAY				TOTAL
1919	2,605,200	75,030	2,680,230	-	44,622	-	66,800	2,672,000	75,030	2,747,030	-	-	-	2,747,030	1919	
1920	3,264,023	102,164	3,366,187	-	55,878	-	81,977	3,346,000	102,164	3,448,164	-	-	-	3,448,164	1920	
1921	3,840,954	129,824	3,970,778	-	65,715	-	94,046	3,935,000	129,824	4,064,824	-	-	-	4,064,824	1921	
1922	4,727,721	173,035	4,900,756	-	80,845	-	113,279	4,841,000	173,035	5,014,035	-	-	-	5,014,035	1922	
1923	5,938,814	235,177	6,173,991	-	101,503	-	139,186	6,078,000	235,177	6,313,177	-	-	-	6,313,177	1923	
1924	7,328,318	312,186	7,640,504	-	125,200	-	168,682	7,497,000	312,186	7,809,186	-	-	-	7,809,186	1924	
1925	8,556,558	394,890	8,951,448	-	146,151	-	192,517	8,749,075	394,890	9,143,965	-	-	-	9,143,965	1925	
1926	9,848,668	488,210	10,336,878	-	168,220	-	215,283	10,063,951	488,210	10,552,161	-	-	-	10,552,161	1926	
1927	11,093,864	605,570	11,699,434	-	189,371	-	237,462	11,331,326	605,570	11,936,896	-	-	-	11,936,896	1927	
1928	12,106,219	728,822	12,835,041	-	206,284	-	255,241	12,361,460	728,822	13,090,282	-	-	-	13,090,282	1928	
1929	13,858,382	911,735	14,770,117	-	231,089	-	280,919	14,348,152	911,735	15,051,036	-	-	-	15,051,036	1929	
1930	14,454,164	1,023,796	15,477,960	-	249,046	-	299,747	14,753,911	1,023,796	15,777,707	-	-	-	15,777,707	1930	
1931	15,149,145	1,164,599	16,313,744	-	256,596	-	307,517	15,456,662	1,164,599	16,621,261	-	-	-	16,621,261	1931	
1932	14,012,600	1,088,189	15,100,789	-	255,881	-	326,551	14,339,151	1,088,189	15,427,340	-	-	-	15,427,340	1932	
1933	13,938,958	1,019,753	14,958,711	-	258,789	-	349,194	14,348,152	1,019,753	15,367,905	-	-	-	15,367,905	1933	
1934	15,033,999	1,086,697	16,120,696	35,116	273,396	21,212	437,225	15,414,896	1,143,025	16,557,921	-	-	-	16,557,921	1934	
1935	15,919,281	1,209,663	17,128,944	47,287	296,527	35,933	508,636	16,344,697	1,292,883	17,637,580	-	-	-	17,637,580	1935	
1936	17,640,917	1,359,528	19,000,445	62,016	315,949	40,595	561,232	18,099,138	1,462,539	19,561,677	-	-	-	19,561,677	1936	
1937	18,973,618	1,549,101	20,522,719	68,970	335,573	41,919	592,725	19,455,454	1,659,590	21,115,044	-	-	-	21,115,044	1937	
1938	19,110,356	1,592,164	20,702,520	58,832	346,424	49,036	609,155	19,611,643	1,700,032	21,311,675	-	-	-	21,311,675	1938	
1939	20,170,516	1,741,289	21,911,805	62,849	376,277	53,347	660,032	20,714,352	1,857,495	22,571,837	-	-	-	22,571,837	1939	
1940	21,417,818	1,906,481	23,324,299	69,820	390,831	60,868	714,226	22,001,356	2,037,169	24,038,525	-	-	-	24,038,525	1940	
1941	23,637,867	2,074,864	25,712,731	-	434,849	162,180	716,710	24,132,397	2,237,044	26,369,441	-	-	-	26,369,441	1941	
1942	19,472,813	2,358,100	21,830,913	-	366,299	140,938	608,012	19,939,887	2,499,038	22,438,925	-	-	-	22,438,925	1942	
1943	15,668,249	2,527,713	18,195,962	-	41,749	110,810	446,811	16,004,250	2,638,523	18,642,773	-	-	-	18,642,773	1943	
1944	16,089,547	2,747,614	18,837,161	-	42,417	114,765	454,886	16,429,668	2,862,379	19,292,047	-	-	-	19,292,047	1944	
1945	18,797,970	2,777,567	21,575,537	-	43,442	120,192	471,190	19,148,968	2,897,759	22,046,727	-	-	-	22,046,727	1945	
1946	25,269,041	3,112,859	28,381,900	-	44,326	114,689	494,646	25,648,998	3,227,548	28,876,546	-	-	-	28,876,546	1946	
1947	27,714,492	3,315,333	31,029,825	-	57,889	149,463	650,676	28,215,705	3,464,796	31,680,501	-	-	-	31,680,501	1947	
1948	29,908,912	3,706,859	33,615,771	-	64,176	161,647	713,376	30,460,641	3,868,506	34,329,147	-	-	-	34,329,147	1948	
1949	31,849,914	3,840,177	35,690,091	-	66,963	168,844	749,946	32,431,016	4,009,021	36,440,037	-	-	-	36,440,037	1949	
1950	35,033,776	3,999,121	39,032,897	-	68,559	178,545	797,709	35,632,940	4,177,666	39,830,606	-	-	-	39,830,606	1950	
1951	37,478,726	4,160,307	41,639,033	-	74,746	184,704	834,329	38,128,941	4,345,011	42,473,952	-	-	-	42,473,952	1951	
1952	39,898,145	4,259,266	44,157,411	-	80,645	194,540	880,925	40,584,530	4,452,806	45,037,336	-	-	-	45,037,336	1952	
1953	42,006,508	4,444,642	46,451,150	-	83,321	204,548	929,887	42,731,847	4,649,190	47,381,037	-	-	-	47,381,037	1953	
1954	43,578,390	4,530,657	48,109,047	-	83,747	222,596	1,009,681	44,365,465	4,753,453	49,118,918	-	-	-	49,118,918	1954	
1955	46,913,436	4,602,738	51,516,174	-	82,305	231,783	1,048,865	47,730,578	4,834,521	52,565,099	-	-	-	52,565,099	1955	
1/ For the purpose of this tabulation, "motor fuel" includes all gasoline used for any purpose, except military, plus any diesel or other fuels used solely for the propulsion of motor vehicles on public highways. Gasoline used for military purposes is excluded. Exports from the United States are excluded, and there is no duplication because of interstate shipment. "Tractor fuels" are not included.																

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# TOTAL MOTOR - FUEL CONSUMPTION, BY STATES, 1925-1955

TABLE Q-222  
SHEET 1 OF 2

DOES NOT INCLUDE EXPORT OR FEDERAL PURCHASES FOR MILITARY USE

STATE	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
Alabama	107,354	128,300	150,037	162,901	178,666	173,082	163,255	137,465	135,386	159,235	177,586	205,214	228,954	233,852	248,728	267,819
Arizona	38,657	38,657	46,659	55,641	70,782	73,888	72,554	67,075	64,988	72,678	80,301	93,940	102,393	100,756	105,458	112,620
Arkansas	80,838	94,781	94,440	111,964	140,987	134,431	119,713	96,084	125,650	134,249	136,236	154,208	154,146	162,042	182,042	191,421
California	809,651	898,109	1,010,870	1,078,980	1,256,637	1,290,298	1,482,967	1,349,592	1,305,866	1,349,716	1,457,852	1,643,717	1,762,039	1,772,312	1,861,958	1,956,381
Colorado	99,117	111,454	128,304	142,675	156,207	171,589	180,882	158,815	158,918	168,843	180,694	208,897	225,498	227,258	237,669	251,877
Connecticut	128,809	141,843	165,344	181,897	212,894	232,647	247,891	244,345	249,320	259,960	275,143	299,262	326,907	326,146	351,416	381,876
Delaware	17,865	20,042	24,256	27,935	32,809	35,650	38,215	38,399	39,308	42,059	45,605	51,019	55,123	56,562	59,044	61,920
Florida	210,465	286,075	251,833	225,429	224,033	227,663	235,919	208,418	205,000	246,387	267,268	300,193	329,646	338,650	363,710	408,124
Georgia	140,577	163,133	193,375	207,480	220,836	224,304	222,913	200,623	212,838	243,823	270,279	303,968	331,760	339,392	362,403	400,296
Idaho	20,211	39,660	42,626	50,459	55,467	61,637	55,688	51,674	52,073	65,888	72,549	87,847	95,087	95,087	101,586	108,482
Illinois	584,040	659,750	721,931	790,521	897,682	975,785	1,039,962	1,023,304	994,687	1,067,101	1,112,750	1,246,924	1,346,128	1,385,296	1,477,723	1,571,416
Indiana	283,174	310,301	352,543	390,449	433,503	457,168	496,912	463,119	451,819	481,597	522,520	581,445	634,136	631,600	671,328	721,951
Iowa	229,258	251,202	303,057	307,044	336,106	393,675	413,260	357,390	356,821	423,886	438,515	478,431	515,298	545,451	572,414	595,774
Kansas	203,484	220,723	255,093	297,410	346,326	362,241	379,455	340,137	341,946	378,781	408,707	450,331	470,171	468,809	476,813	503,586
Kentucky	101,560	103,759	118,535	135,303	155,268	168,921	176,898	168,857	169,797	188,760	206,383	235,990	260,804	265,227	286,035	305,637
Louisiana	117,311	135,848	152,168	169,593	177,150	185,362	188,572	172,142	169,554	187,338	195,575	223,093	238,695	247,176	261,304	278,083
Maine	57,337	62,297	74,956	82,413	96,276	108,943	115,527	110,398	107,270	118,176	122,332	135,880	146,712	146,329	151,653	158,951
Maryland	104,887	121,148	125,189	142,648	165,417	185,912	196,390	199,004	191,116	207,652	222,182	245,231	270,188	274,134	293,681	315,855
Massachusetts	397,821	397,437	409,963	424,672	495,688	537,363	569,949	561,860	586,956	610,797	610,797	657,657	696,473	697,175	725,657	752,451
Michigan	463,952	538,543	604,510	674,126	766,131	794,883	823,845	773,999	737,392	794,520	875,545	995,581	1,110,604	1,053,961	1,153,117	1,259,107
Minnesota	238,370	254,066	275,999	311,145	365,963	381,750	431,721	371,264	390,846	423,617	445,740	483,844	514,112	536,861	559,186	593,842
Mississippi	83,286	106,082	119,582	136,615	141,222	136,182	119,610	107,003	114,942	130,156	146,638	169,945	186,839	190,248	205,963	224,350
Missouri	212,332	289,568	323,332	355,959	394,392	426,217	469,697	475,061	482,440	508,284	531,427	589,072	612,818	630,827	679,532	724,878
Montana	34,886	44,067	54,007	72,136	79,596	79,325	76,957	69,723	69,971	89,720	99,935	111,303	113,845	117,209	128,360	137,639
Nebraska	138,095	152,409	183,653	197,462	209,270	226,909	234,899	201,972	199,548	221,781	227,151	231,581	231,360	234,255	244,560	244,354
Nevada	10,948	10,948	12,860	14,503	17,954	18,770	22,806	21,985	21,033	25,720	28,543	32,839	35,781	34,770	39,258	42,768
New Hampshire	35,833	39,136	45,866	48,369	58,479	64,930	68,219	68,068	60,892	71,871	73,253	82,330	86,610	88,610	93,345	96,768
New Jersey	309,814	362,824	412,425	468,607	552,388	606,204	638,948	621,207	612,715	636,756	668,315	739,721	815,948	835,722	879,345	932,618
New Mexico	20,795	25,638	30,526	37,199	45,986	54,932	53,801	48,222	49,962	60,977	67,410	80,519	95,251	96,450	108,064	110,917
New York	812,412	951,398	1,143,532	1,158,289	1,370,173	1,504,154	1,616,294	1,576,148	1,528,329	1,569,140	1,610,545	1,721,830	1,815,563	1,819,764	1,919,213	1,989,686
North Carolina	166,335	203,630	238,586	253,744	272,792	264,291	256,965	236,775	251,482	284,214	316,925	350,300	391,816	403,333	430,291	462,612
North Dakota	65,431	79,045	83,785	110,321	116,235	113,771	105,231	96,612	94,947	99,179	113,534	106,379	117,943	125,595	130,238	147,246
Ohio	593,245	681,939	774,395	864,093	956,599	978,332	1,034,277	905,854	917,113	998,230	1,061,260	1,201,442	1,308,748	1,278,825	1,371,266	1,473,856
Oklahoma	177,744	215,366	249,271	281,898	316,311	323,113	288,041	272,445	285,900	311,478	330,507	365,737	407,830	407,830	425,350	444,400
Oregon	105,172	118,875	131,364	144,854	164,324	170,698	174,636	159,551	166,808	168,747	186,630	216,578	226,445	232,450	247,738	267,277
Pennsylvania	593,054	593,054	694,237	735,946	1,054,102	936,186	1,100,372	1,028,605	1,049,684	1,153,298	1,189,552	1,296,181	1,431,722	1,417,699	1,497,338	1,597,895
Rhode Island	42,769	52,712	57,866	60,948	79,970	89,098	96,742	94,623	96,167	105,204	108,663	118,201	122,334	122,270	131,056	135,107
South Carolina	90,114	90,114	101,738	110,785	118,543	119,382	121,240	104,359	101,597	130,606	145,115	163,474	187,024	194,111	213,111	236,674
South Dakota	73,710	76,339	85,233	100,562	117,409	129,188	134,804	109,440	101,197	104,373	119,123	114,278	116,797	132,002	134,818	146,201
Tennessee	122,249	128,736	149,550	171,595	194,995	214,934	207,307	175,108	186,888	207,819	225,308	266,340	265,486	280,299	288,766	327,055
Texas	470,043	528,063	599,356	685,429	788,467	820,182	847,512	762,843	798,126	893,802	956,832	1,104,111	1,217,132	1,279,888	1,343,532	1,421,428
Utah	32,432	36,287	44,125	48,964	58,152	61,853	62,118	56,326	57,361	66,110	73,210	83,357	91,110	92,950	99,746	107,194
Vermont	25,863	27,725	33,261	37,426	44,125	47,151	49,335	47,264	44,780	49,968	53,123	61,357	64,442	64,963	71,512	77,512
Virginia	145,000	145,000	168,878	185,510	210,429	230,541	246,222	232,106	236,862	267,618	289,804	325,541	351,967	364,505	392,081	428,648
Washington	161,457	186,397	202,761	228,614	255,557	266,741	273,696	249,162	240,441	264,971	279,631	319,302	336,280	342,602	353,492	386,179
West Virginia	77,437	85,845	102,783	111,567	126,726	140,741	141,869	130,207	129,671	140,899	160,745	182,708	197,766	194,025	208,161	224,436
Wisconsin	241,553	268,893	313,874	357,593	393,818	436,191	456,131	409,654	433,880	443,880	456,880	503,969	540,545	542,683	566,693	599,789
Wyoming	21,147	23,161	26,315	32,257	34,704	36,650	40,165	36,131	36,001	44,796	49,680	58,777	64,027	65,996	68,815	71,446
Dist. of Col.	47,157	53,708	60,798	66,781	75,107	84,262	97,237	106,386	108,391	107,239	117,946	126,837	137,301	139,613	150,365	169,512
Total	9,143,965	10,552,161	11,936,896	13,090,282	15,051,036	15,777,707	16,711,699	15,516,717	15,482,744	16,760,701	17,854,479	19,799,621	21,374,697	21,637,311	22,916,486	24,404,334

## Highway Statistics, Summary to 1955

## TOTAL MOTOR - FUEL CONSUMPTION, BY STATES, 1925-1955 1/

TABLE G-222  
SHEET 2 OF 2

DOES NOT INCLUDE EXPORT OR FEDERAL PURCHASES FOR MILITARY USE

STATE	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
Alabama	317,783	299,736	249,345	257,601	299,701	397,317	442,294	477,666	515,136	578,305	640,122	688,548	729,116	765,000	831,170
Arizona	123,658	123,770	103,531	102,182	124,678	172,670	199,550	219,555	221,887	246,831	283,188	325,055	345,515	350,865	386,926
Arkansas	220,113	200,232	169,317	172,412	207,645	273,179	300,590	321,368	354,912	349,930	3,868,295	4,089,316	4,314,621	4,436,641	4,841,591
California	2,172,376	1,947,495	1,686,374	1,730,239	2,067,252	2,727,137	2,823,053	3,156,159	3,250,309	3,494,930	3,868,295	4,089,316	4,314,621	4,436,641	4,841,591
Colorado	267,036	239,249	199,120	201,248	241,945	327,935	367,218	390,645	417,405	454,324	488,896	523,623	545,007	572,671	602,442
Connecticut	422,996	334,226	255,713	266,800	296,002	388,302	426,577	448,623	476,984	519,370	552,665	587,905	624,418	650,357	688,621
Delaware	68,475	53,787	42,999	45,546	52,466	70,796	77,810	83,278	91,072	100,111	108,024	116,569	126,581	130,778	144,702
Florida	439,724	338,680	320,405	334,114	395,420	561,440	638,945	690,685	759,991	880,680	960,405	1,065,580	1,147,095	1,243,438	1,384,052
Georgia	432,319	302,692	311,823	347,199	391,387	536,403	586,610	632,086	692,708	777,623	857,479	939,497	985,077	1,034,476	1,119,806
Iaho	116,597	103,518	91,917	94,194	110,265	150,301	171,371	179,602	189,559	206,633	218,422	229,349	243,693	250,929	265,000
Illinois	1,700,691	1,470,247	1,208,455	1,210,167	1,321,047	1,705,178	1,877,456	2,044,081	2,167,006	2,364,448	2,490,235	2,607,795	2,728,156	2,842,015	2,994,013
Indiana	817,722	725,637	549,174	610,775	697,014	885,572	968,012	1,056,659	1,115,289	1,234,211	1,316,180	1,398,875	1,506,095	1,537,188	1,652,578
Iowa	638,741	566,794	503,309	519,841	592,144	748,778	791,977	861,018	907,226	969,729	994,065	1,028,349	1,050,370	1,090,343	1,129,037
Kansas	541,494	489,068	446,759	442,847	494,304	597,528	641,710	682,566	708,860	743,823	780,729	826,866	846,294	882,530	917,420
Kentucky	343,293	287,638	242,569	252,158	301,009	405,764	451,422	490,155	526,716	573,819	611,349	650,082	684,091	721,845	774,236
Louisiana	316,237	270,082	247,151	255,806	289,954	368,470	408,462	437,742	482,763	538,290	581,743	629,256	680,826	725,249	786,876
Maine	179,795	130,183	105,273	112,684	134,349	184,603	201,190	210,638	218,085	229,431	240,033	255,950	268,284	278,257	296,656
Maryland	359,078	302,616	253,193	266,203	293,993	374,219	409,232	440,031	481,005	534,793	583,304	638,933	676,742	709,360	767,048
Massachusetts	801,720	593,291	469,013	495,091	569,161	712,712	818,348	860,409	913,940	982,688	1,015,953	1,043,519	1,077,646	1,131,233	1,224,365
Michigan	1,389,339	1,197,035	972,461	1,012,145	1,120,674	1,452,684	1,621,341	1,728,658	1,776,410	1,963,789	2,088,696	2,136,911	2,318,042	2,277,787	2,461,365
Minnesota	623,997	554,768	446,016	471,157	542,000	716,963	769,636	830,510	869,605	928,932	947,789	1,007,953	1,082,262	1,102,511	1,165,793
Mississippi	246,893	215,390	182,663	187,725	215,228	304,410	338,476	362,084	400,100	437,187	476,836	504,389	527,899	549,543	582,297
Missouri	803,133	669,537	541,546	534,092	613,506	819,684	905,470	991,186	1,070,119	1,194,935	1,277,403	1,372,137	1,416,371	1,460,531	1,555,836
Montana	147,979	124,119	105,431	112,170	125,801	169,707	190,559	208,168	218,343	233,225	242,081	266,017	271,485	284,417	293,532
Nebraska	257,967	237,449	215,689	217,064	259,038	334,027	367,351	399,545	418,039	457,646	486,575	510,346	526,636	559,383	578,349
Nevada	48,310	48,940	42,522	42,522	42,522	59,837	66,666	69,907	71,729	81,349	94,432	105,817	118,243	125,501	137,482
New Hampshire	102,071	71,251	53,311	57,642	71,899	101,519	111,883	119,039	123,765	133,005	138,126	143,798	155,647	161,753	173,286
New Jersey	1,012,471	809,230	655,621	665,276	713,487	933,450	1,016,117	1,082,286	1,165,133	1,305,584	1,393,060	1,450,815	1,534,431	1,685,166	1,807,958
New Mexico	120,903	101,690	85,034	93,853	119,701	161,003	177,311	197,735	208,919	235,002	261,162	292,812	312,211	313,605	341,703
North Carolina	2,066,004	1,578,997	1,230,291	1,303,019	1,459,219	1,960,107	2,148,001	2,314,577	2,504,060	2,695,982	2,845,635	3,000,812	3,158,063	3,359,125	3,592,259
North Dakota	160,815	160,068	154,654	168,587	186,742	222,436	239,354	252,638	264,554	285,490	1,037,763	1,105,519	1,167,692	1,173,638	1,282,039
Ohio	1,629,945	1,443,761	1,178,326	1,141,417	1,255,653	1,619,456	1,765,790	1,943,479	2,055,395	2,234,713	2,357,341	2,488,737	2,655,817	2,732,401	2,944,149
Oklahoma	467,592	406,796	356,111	369,458	413,613	513,885	570,488	604,596	638,321	705,099	737,628	783,254	814,508	822,626	876,378
Oregon	302,961	268,078	233,771	232,430	275,832	385,110	441,362	478,635	490,197	531,032	565,593	591,899	600,219	605,084	640,519
Pennsylvania	1,710,401	1,384,884	1,055,344	1,118,682	1,257,218	1,667,636	1,816,889	1,977,956	2,069,731	2,229,440	2,401,249	2,509,380	2,631,346	2,699,067	2,893,639
Rhode Island	145,089	115,068	86,936	90,395	103,224	132,561	144,445	148,413	154,793	162,676	169,197	181,099	195,886	213,233	231,071
South Carolina	271,089	213,001	179,669	192,578	224,491	311,764	346,592	378,921	415,881	460,869	508,362	567,322	587,645	596,380	634,885
South Dakota	156,404	150,343	135,379	141,678	166,022	209,817	226,981	257,397	269,141	282,177	290,679	298,465	310,938	324,570	329,129
Tennessee	380,321	355,228	311,424	326,667	375,344	488,602	521,612	553,670	620,941	692,262	755,979	802,492	856,918	905,733	964,305
Texas	1,579,997	1,401,757	1,230,524	1,276,136	1,463,381	1,845,556	2,050,040	2,256,593	2,463,139	2,771,064	2,910,187	3,090,412	3,201,951	3,317,965	3,533,559
Utah	117,335	110,744	102,638	98,397	114,632	150,336	168,110	181,591	191,388	211,095	226,286	244,823	259,698	268,921	290,275
Vermont	75,227	53,997	41,263	45,366	55,081	77,989	85,978	91,103	94,378	98,251	101,449	107,709	113,110	115,160	120,013
Virginia	510,998	409,406	345,017	366,693	414,040	554,076	605,454	668,612	733,215	817,894	896,026	966,208	999,159	1,023,726	1,126,440
Washington	427,476	389,600	336,177	333,606	393,587	511,226	575,764	619,291	641,094	681,279	727,880	765,312	802,548	820,777	872,883
West Virginia	245,436	201,488	157,689	162,815	196,638	262,155	285,996	313,026	330,068	373,026	390,913	405,436	415,291	429,443	459,230
Wisconsin	636,464	570,736	459,755	506,557	570,311	737,811	806,284	876,216	916,179	988,038	1,031,650	1,080,879	1,130,156	1,163,527	1,206,114
Wyoming	79,741	60,837	52,027	56,334	70,162	94,826	109,337	126,963	136,973	150,956	147,729	157,884	166,633	170,107	175,358
Dist. of Col.	186,945	144,720	100,231	100,094	110,935	144,146	157,309	169,542	184,521	199,457	207,445	210,328	207,037	203,925	209,540
Total	26,720,118	22,692,497	18,871,422	19,523,552	22,303,755	29,201,465	32,035,886	34,706,959	36,835,254	40,279,607	42,950,729	45,525,904	47,889,793	49,635,649	53,116,274

1/ The data in this table were obtained chiefly from reports of State authorities. For years prior to 1930, or where data were not available, estimates have been made by Bureau of Public Roads.



# HIGHWAY USE OF MOTOR FUEL, BY STATES, 1925 - 1955

TABLE 0-223  
SHEET 1 OF 2

DOES NOT INCLUDE EXPORTS OR FEDERAL PURCHASES FOR MILITARY USE

STATE	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
Alabama	101,986	121,885	142,535	154,756	169,733	164,428	155,092	130,592	128,617	148,913	166,013	191,357	213,488	218,110	231,947	290,234
Arizona	28,864	33,070	40,797	51,146	64,787	67,616	65,676	59,426	55,486	62,592	68,714	81,427	89,683	88,347	92,071	99,998
Arkansas	71,833	89,781	106,423	133,954	133,954	128,931	128,931	107,005	116,200	124,710	127,354	143,104	152,996	176,275	168,800	176,275
California	750,171	827,711	931,603	988,642	1,143,036	1,165,842	1,332,480	1,209,549	1,180,718	1,206,045	1,343,579	1,473,005	1,571,945	1,584,252	1,688,317	1,766,144
Colorado	97,754	107,394	123,119	131,369	142,166	154,355	157,127	136,104	138,131	145,758	155,125	175,914	188,598	192,126	200,713	210,964
Connecticut	122,369	134,866	153,261	174,118	203,187	224,270	237,508	235,381	244,776	252,349	268,019	291,514	317,665	315,879	337,665	365,429
Delaware	17,555	19,597	23,580	26,787	31,322	33,917	35,886	36,538	38,168	40,695	44,088	48,837	52,378	53,200	55,101	59,647
Florida	202,046	274,632	244,760	216,240	215,072	218,691	226,482	200,081	196,800	230,369	251,326	283,370	308,783	318,767	339,523	377,489
Georgia	133,548	154,976	183,896	197,106	209,794	213,089	211,767	190,592	202,196	229,447	254,609	287,284	319,877	319,246	339,877	374,300
Idaho	37,615	40,282	46,282	47,408	49,002	54,793	52,362	46,429	47,001	59,135	65,981	76,488	82,620	84,315	91,343	97,510
Illinois	562,306	635,187	692,604	758,432	861,217	937,790	982,298	982,298	951,468	996,266	1,022,648	1,155,765	1,223,239	1,260,842	1,337,895	1,419,805
Indiana	276,848	302,231	340,318	374,569	412,404	429,960	451,415	419,279	408,110	439,330	473,378	521,723	571,734	564,739	599,379	642,589
Iowa	225,530	243,341	290,544	287,458	315,071	358,401	370,188	305,523	319,501	379,136	387,053	414,087	433,733	449,982	473,176	490,454
Kansas	195,414	215,560	230,145	218,170	269,171	204,490	269,524	248,206	258,943	308,539	297,247	318,539	335,743	339,832	336,807	349,282
Kentucky	96,482	98,571	112,698	128,530	147,905	160,476	168,053	158,589	159,409	176,988	193,516	220,811	244,042	248,262	267,505	283,830
Louisiana	101,686	127,018	142,277	158,532	165,673	173,312	176,315	155,618	153,488	168,027	175,612	200,372	213,318	221,843	233,424	249,757
Maine	56,621	60,235	72,185	79,220	91,849	103,004	109,862	105,631	102,643	111,520	115,471	128,384	138,526	137,882	143,103	150,002
Maryland	102,590	117,962	121,176	138,106	159,536	176,564	181,263	183,956	181,605	196,776	207,692	229,185	251,216	252,174	271,938	294,208
Massachusetts	376,867	387,943	402,660	417,369	459,132	475,923	559,923	523,309	547,875	597,776	585,055	658,131	667,196	662,048	687,616	716,216
Michigan	443,900	513,071	570,815	622,252	723,073	735,123	740,093	692,398	661,158	712,900	757,512	836,666	992,139	946,039	1,020,352	1,101,900
Minnesota	230,891	240,658	259,230	288,961	339,241	345,964	369,702	334,501	335,429	362,685	376,090	406,669	435,978	451,013	471,882	498,617
Mississippi	77,040	98,126	110,613	126,368	130,630	125,968	107,062	94,324	97,879	114,377	125,267	154,208	169,398	173,138	191,363	200,565
Missouri	287,555	353,254	317,398	348,379	385,096	433,117	461,578	449,185	456,208	461,385	501,499	551,484	569,961	584,282	625,882	684,044
Montana	27,909	28,524	43,206	47,637	59,183	60,620	62,218	56,002	57,599	73,584	80,198	93,760	103,966	93,486	103,966	109,723
Nebraska	124,285	137,168	165,288	177,716	188,343	204,218	204,314	175,672	173,568	192,877	197,521	201,338	201,022	203,132	211,375	211,823
Nevada	8,929	11,242	11,903	13,406	16,449	17,030	19,616	18,464	17,795	22,955	25,072	28,849	31,033	31,651	35,953	36,694
New Hampshire	35,380	38,492	44,995	47,208	56,833	62,671	66,638	66,279	59,152	69,050	72,653	79,223	81,403	83,310	88,839	91,413
New Jersey	293,827	344,089	391,119	444,390	523,829	574,856	606,218	589,409	581,374	604,202	634,163	704,337	774,312	789,155	820,352	869,669
New Mexico	184,706	238,074	271,473	331,479	411,387	494,445	448,502	44,822	46,666	52,136	60,415	72,153	82,610	84,741	89,124	96,903
New York	804,284	938,689	1,122,692	1,177,450	1,343,986	1,465,915	1,572,354	1,532,022	1,492,220	1,511,568	1,546,029	1,653,117	1,741,352	1,726,111	1,806,041	1,876,170
North Carolina	162,178	195,466	220,471	245,479	261,017	251,479	250,424	233,092	248,073	275,857	307,607	338,440	376,961	389,056	413,573	444,953
North Dakota	52,355	63,236	63,882	74,160	81,782	65,907	67,939	62,557	66,155	75,771	81,312	80,446	89,707	89,706	83,678	85,779
Ohio	585,083	666,990	755,755	832,893	913,202	929,786	985,678	859,492	841,070	913,429	968,530	1,081,493	1,171,908	1,157,796	1,234,000	1,323,196
Oklahoma	159,370	193,889	224,344	253,627	284,680	301,797	257,210	249,580	260,677	280,826	307,829	341,628	359,119	362,893	369,582	382,228
Oregon	101,058	113,323	124,574	136,094	154,271	157,623	157,225	143,210	139,378	149,494	164,508	192,897	201,728	203,685	218,373	230,787
Pennsylvania	400,100	567,412	666,468	706,508	1,011,938	898,739	1,056,357	987,461	1,007,697	1,095,688	1,130,137	1,231,433	1,359,249	1,346,545	1,422,004	1,517,775
Rhode Island	41,627	51,334	56,322	59,322	77,372	66,872	94,917	93,084	94,529	103,638	106,703	115,396	119,789	118,325	127,714	132,074
South Carolina	79,863	85,608	96,651	105,246	112,616	113,413	115,178	99,141	106,345	123,436	137,204	154,854	175,653	181,481	199,422	220,359
South Dakota	64,187	64,389	66,258	66,258	89,049	88,053	90,070	78,614	88,108	93,944	102,027	102,257	103,961	105,654	103,961	114,953
Tennessee	116,137	122,299	142,110	163,015	185,245	204,187	196,942	166,353	177,544	191,441	209,712	245,286	245,186	260,356	267,070	300,562
Texas	441,810	496,770	563,395	644,303	741,159	749,111	773,059	686,887	723,605	804,393	850,753	973,796	1,057,457	1,090,064	1,145,033	1,204,397
Utah	30,218	33,720	39,134	45,537	54,081	57,523	57,154	51,830	52,616	60,193	67,012	75,439	82,712	85,435	94,482	101,218
Vermont	24,628	26,616	31,931	35,282	42,360	45,265	47,162	45,373	46,989	47,403	50,344	57,113	62,904	62,327	65,948	68,661
Virginia	126,687	139,116	161,777	178,286	201,550	219,313	232,056	220,890	226,893	255,061	273,202	306,018	330,006	341,865	365,722	400,159
Washington	152,242	175,418	192,488	211,839	234,939	243,463	246,300	223,508	220,649	242,926	257,351	292,985	309,441	314,553	326,196	356,888
West Virginia	76,395	83,603	100,047	107,707	121,842	134,178	134,919	124,131	123,925	145,185	155,395	176,718	191,730	176,718	200,934	216,639
Wisconsin	235,280	260,700	301,643	343,195	374,675	416,226	432,047	374,670	380,670	386,860	408,233	455,255	486,631	488,256	510,822	532,170
Wyoming	19,032	20,845	23,683	29,031	31,234	32,955	36,148	32,480	32,480	36,148	43,679	51,562	56,137	57,436	59,566	62,179
Dist. of Col.	46,809	53,465	60,433	66,359	74,628	83,708	96,546	105,466	107,645	107,681	116,415	124,919	136,645	136,970	146,213	165,195
Total	8,749,075	10,063,951	11,331,326	12,361,460	14,139,301	14,753,911	15,456,662	14,339,151	14,348,192	15,411,896	16,344,697	18,099,138	19,455,454	19,611,643	20,714,352	22,001,356

## Motor Fuel

## Highway Statistics, Summary to 1955

TABLE G-223  
SHEET 2 OF 2

## HIGHWAY USE OF MOTOR FUEL, BY STATES, 1925 - 1955

DOES NOT INCLUDE EXPORTS OR FEDERAL PURCHASES FOR MILITARY USE

STATE	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
Alabama	296,525	275,995	224,683	232,833	274,086	364,153	403,851	438,112	467,278	526,142	581,692	641,222	678,855	712,604	773,575
Arizona	113,582	106,017	86,252	87,665	104,888	134,948	177,270	196,274	196,940	221,950	231,319	289,868	310,946	313,328	348,550
Arkansas	206,509	185,115	151,300	159,030	191,823	232,930	277,070	323,343	353,343	351,150	353,074	410,456	438,638	446,304	475,453
California	1,991,690	1,700,434	1,436,783	1,479,544	1,607,578	2,428,511	2,745,540	2,855,507	2,973,641	3,202,276	3,475,687	3,749,178	3,948,200	4,045,953	4,400,674
Colorado	227,617	202,517	162,206	161,759	195,800	270,239	302,824	309,611	333,450	363,203	403,125	435,578	453,485	479,062	507,498
Connecticut	399,253	304,947	224,632	235,988	271,362	370,415	405,469	429,423	450,907	487,547	522,844	557,775	585,806	626,370	665,370
Delaware	64,233	49,328	39,228	41,996	48,417	64,615	69,341	74,812	82,340	91,123	98,664	107,270	115,157	118,446	131,716
Florida	409,045	349,341	275,511	291,793	349,341	487,225	549,090	590,208	634,597	719,683	796,037	914,351	994,849	1,070,329	1,194,380
Georgia	406,781	324,259	282,739	314,692	367,726	495,202	540,087	579,048	629,271	706,796	778,131	877,130	913,975	959,358	1,053,372
Idaho	104,363	90,494	78,633	79,792	95,986	134,394	143,734	154,023	163,081	175,434	193,982	196,646	203,668	211,119	222,538
Illinois	1,288,486	1,088,486	1,013,955	985,938	1,105,736	1,472,055	1,583,260	1,761,420	1,821,880	2,044,122	2,186,572	2,222,087	2,315,778	2,344,998	2,551,030
Indiana	734,810	633,525	446,115	498,200	587,894	761,509	836,577	912,431	971,342	1,080,865	1,164,767	1,230,147	1,336,383	1,376,122	1,495,236
Iowa	530,413	448,933	365,142	369,519	430,335	547,987	575,028	627,731	660,801	739,862	760,380	789,126	823,904	868,024	875,371
Kansas	382,283	342,367	276,997	260,517	307,523	392,197	427,888	455,310	475,387	549,017	573,223	596,103	629,921	662,363	695,272
Kentucky	320,251	270,147	212,447	218,264	268,942	331,868	432,361	465,125	496,328	544,938	575,243	614,736	646,540	680,096	729,753
Louisiana	289,835	244,745	220,673	230,097	264,426	347,953	384,633	409,767	448,328	499,815	536,501	579,823	623,798	662,236	720,562
Maine	164,352	121,633	97,011	104,889	125,621	173,001	188,466	195,118	203,409	215,441	229,520	240,116	252,920	263,834	280,749
Maryland	334,953	277,247	226,469	232,717	266,407	333,888	376,113	403,834	442,718	494,777	542,265	596,103	629,921	662,363	716,507
Massachusetts	758,330	588,566	436,281	460,955	533,480	708,444	768,584	808,785	862,700	938,785	979,049	1,013,869	1,039,117	1,092,449	1,161,250
Michigan	1,233,199	1,035,300	806,233	800,008	914,911	1,218,535	1,344,228	1,460,942	1,528,692	1,671,700	1,762,302	1,829,633	2,008,123	2,061,282	2,237,095
Minnesota	532,422	460,893	342,655	357,909	408,125	572,869	597,861	648,497	695,990	725,126	747,955	805,357	839,950	892,954	947,813
Mississippi	233,181	202,130	169,582	174,569	214,585	297,282	316,803	338,559	370,621	405,952	446,186	487,765	506,029	537,274	577,000
Missouri	752,146	610,204	488,787	481,361	554,202	742,173	817,550	890,000	956,438	1,073,220	1,145,090	1,215,544	1,238,892	1,302,156	1,367,508
Montana	117,731	94,319	75,287	77,825	88,298	126,237	144,969	152,369	163,536	176,755	194,929	200,639	229,335	221,569	229,296
Nebraska	227,308	208,450	179,375	149,893	181,380	246,696	271,494	304,551	337,571	391,385	416,209	436,467	450,358	478,563	494,906
Nevada	15,753	17,155	21,047	23,049	26,354	33,488	58,851	69,703	84,152	72,861	83,135	94,620	107,236	113,321	124,313
New Hampshire	96,145	80,820	50,049	54,045	60,049	97,930	107,710	114,511	119,634	128,600	133,511	139,240	148,965	158,583	167,644
New Jersey	921,921	716,574	533,079	565,108	635,148	863,763	947,052	1,014,760	1,091,151	1,212,368	1,306,134	1,369,651	1,469,661	1,613,756	1,726,035
New Mexico	106,000	86,097	69,392	76,419	101,490	140,647	155,832	171,854	183,890	208,753	234,334	262,793	282,580	286,153	313,274
New York	1,943,763	1,463,174	1,108,372	1,177,620	1,338,291	1,532,816	1,982,952	2,138,206	2,311,670	2,478,597	2,598,718	2,747,693	2,895,845	3,033,183	3,227,051
North Carolina	515,535	390,547	345,340	360,952	439,737	596,222	657,209	709,651	755,967	870,320	957,509	1,018,690	1,061,952	1,097,657	1,204,498
North Dakota	90,112	85,633	63,736	64,442	72,263	95,328	149,968	127,462	135,394	134,913	141,657	152,496	159,303	164,998	172,281
Ohio	1,475,087	1,273,114	1,029,944	988,864	1,122,857	1,479,915	1,621,901	1,777,441	1,876,323	2,060,822	2,163,165	2,292,647	2,456,446	2,520,153	2,716,598
Oklahoma	394,628	321,000	270,500	269,550	310,528	393,146	438,694	469,100	503,298	565,236	604,624	651,797	682,874	701,380	753,103
Oregon	231,315	231,315	197,693	194,914	236,002	339,190	383,410	419,003	433,525	468,395	500,295	524,208	530,897	533,753	569,228
Pennsylvania	1,624,781	1,259,615	963,516	1,019,750	1,169,456	1,566,737	1,693,179	1,835,983	1,964,306	2,113,360	2,260,529	2,360,877	2,480,662	2,557,720	2,753,293
Rhode Island	141,334	112,337	82,960	86,322	99,439	128,877	140,053	144,025	150,333	159,218	165,692	177,458	192,139	209,415	226,932
South Carolina	253,345	196,044	169,843	182,414	211,767	294,043	324,961	350,275	381,763	425,392	471,369	525,320	538,858	561,135	599,597
South Dakota	122,296	106,944	96,174	89,745	102,763	143,914	165,832	165,983	171,978	191,933	202,436	217,796	212,385	225,916	248,463
Tennessee	352,431	324,133	285,214	285,026	329,429	427,792	471,928	541,349	578,143	637,698	699,095	745,304	791,590	839,020	892,513
Texas	1,152,508	1,152,508	967,018	1,012,639	1,173,339	1,530,572	1,691,734	1,868,288	2,065,031	2,356,756	2,495,672	2,702,630	2,810,078	2,923,964	3,160,619
Utah	110,892	110,892	94,113	88,045	102,407	136,413	151,422	163,926	174,456	192,222	201,460	209,027	216,113	225,298	243,349
Vermont	72,061	51,827	42,141	42,141	51,817	74,062	81,049	89,336	93,370	93,370	96,818	102,349	107,869	114,465	125,465
Virginia	477,573	376,263	310,635	331,099	381,415	500,280	567,290	620,279	676,417	758,497	830,146	894,221	939,359	964,078	1,058,976
Washington	335,928	356,928	306,608	307,306	355,206	481,310	524,676	542,093	581,163	618,953	665,733	699,284	730,954	748,776	798,641
West Virginia	235,457	100,255	145,233	154,541	189,140	253,473	277,130	324,957	337,461	360,497	377,441	391,731	400,786	413,708	433,372
Wisconsin	514,553	515,537	385,293	412,262	483,011	623,550	693,675	744,923	769,056	829,091	872,215	924,277	924,389	994,397	1,059,263
Wyoming	67,455	50,323	41,741	43,596	55,271	79,126	91,217	98,906	113,441	121,673	130,248	141,291	151,899	153,117	163,307
Dist. of Col.	182,306	135,321	97,122	98,353	109,324	142,018	155,240	166,869	182,326	196,276	204,401	207,424	203,902	200,474	205,942
Total	24,192,377	19,939,887	16,004,250	16,429,668	19,144,968	25,648,998	28,215,705	30,461,641	32,431,016	35,652,940	38,126,351	40,584,530	42,731,847	44,365,465	47,730,578

1/ The data in this table were obtained chiefly from reports of State authorities. For years prior to 1930, or where data were not available, estimates have been made by Bureau of Public Roads.



## PRIVATE AND COMMERCIAL HIGHWAY USE OF MOTOR FUEL, BY STATES, 1925-1955 1/

STATE	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
Alabama	99,817	119,233	139,573	151,282	165,939	160,555	151,436	126,909	124,350	143,902	160,137	185,371	206,246	210,935	224,102	241,064
Arizona	27,673	31,688	39,105	49,110	62,395	65,001	62,766	55,817	51,477	58,139	63,313	75,947	83,815	81,980	85,428	92,875
Arkansas	73,033	88,835	105,067	127,455	132,455	127,403	109,351	104,768	113,391	121,330	123,270	138,400	147,532	147,532	162,941	171,652
California	735,271	810,510	911,238	969,991	1,122,465	1,113,639	1,308,942	1,124,137	1,152,659	1,175,037	1,310,000	1,437,815	1,534,372	1,544,575	1,644,566	1,720,281
Colorado	95,837	107,302	120,801	128,782	139,346	131,394	154,059	132,732	134,481	141,605	150,449	170,521	182,769	185,809	194,108	204,103
Connecticut	119,718	131,814	149,937	171,160	199,593	204,649	234,161	211,102	237,258	247,807	263,191	286,345	310,356	310,356	322,286	359,622
Delaware	17,170	19,128	23,059	26,188	30,703	33,278	35,233	35,706	37,448	39,514	42,733	47,617	50,878	51,766	53,853	59,357
Florida	199,313	270,951	237,282	211,403	209,561	231,465	221,261	194,583	191,408	224,057	243,669	275,258	304,338	310,103	330,461	366,804
Georgia	129,824	151,049	179,810	192,837	205,146	208,590	207,449	185,893	196,308	222,954	246,521	278,599	303,322	310,434	328,964	359,887
Idaho	29,533	36,397	38,545	45,601	47,331	52,808	50,268	44,113	44,242	55,906	62,308	73,202	78,812	80,022	86,402	92,387
Illinois	551,918	623,464	682,225	747,042	848,468	824,468	978,613	968,622	936,560	980,170	1,005,584	1,137,910	1,205,289	1,241,447	1,396,479	1,539,879
Indiana	268,875	294,459	332,543	366,785	404,582	422,045	443,335	411,705	400,564	431,809	465,482	513,581	562,885	554,805	588,897	631,127
Iowa	224,960	242,121	288,620	284,521	311,860	352,802	364,253	299,005	312,411	371,661	379,228	405,699	424,497	439,851	462,481	478,096
Kansas	182,700	212,663	226,981	266,870	285,837	300,713	265,473	242,283	252,650	278,804	290,178	311,236	328,080	332,223	329,251	341,226
Kentucky	94,935	96,593	110,184	125,829	144,702	157,277	164,495	154,359	154,385	171,233	186,124	213,500	236,702	240,854	258,395	274,728
Louisiana	107,057	123,813	138,723	154,652	161,385	180,563	171,933	150,176	147,643	160,920	167,941	192,278	204,950	213,481	224,942	240,196
Maine	55,382	58,744	70,502	77,310	89,728	100,647	107,305	102,930	99,494	108,089	112,013	124,447	134,366	134,366	139,338	146,413
Maryland	97,229	112,936	116,421	134,123	135,221	127,136	123,865	185,215	170,022	193,103	202,318	223,512	245,451	245,451	261,853	286,663
Massachusetts	372,239	382,930	397,515	411,377	483,044	537,078	553,521	545,863	541,371	553,721	576,739	620,141	658,108	658,108	675,478	703,868
Michigan	432,884	499,980	556,735	606,089	704,434	716,684	722,151	676,181	641,407	693,086	762,456	861,766	984,927	919,669	992,159	1,073,528
Minnesota	227,781	237,184	255,603	284,886	344,541	340,909	353,869	327,666	329,842	356,265	368,893	398,707	427,088	441,328	461,567	487,409
Mississippi	75,355	96,023	108,268	123,590	127,652	123,003	104,195	91,138	94,215	110,236	120,647	149,151	164,132	168,151	185,092	193,418
Missouri	206,223	281,282	314,671	345,475	381,925	429,684	457,774	444,883	451,096	475,167	494,012	543,608	561,748	575,935	616,568	694,593
Montana	26,253	33,468	41,170	55,415	56,758	58,043	59,565	53,031	54,254	72,229	76,776	89,556	89,545	87,436	97,140	102,908
Nebraska	122,464	135,226	153,570	175,671	186,539	201,966	201,870	172,937	170,806	189,765	194,143	197,536	196,349	198,201	205,354	204,030
Nevada	8,471	9,780	11,366	12,859	15,856	16,397	18,922	11,673	16,859	19,620	23,877	29,791	33,689	33,689	33,689	36,703
New Hampshire	35,025	38,100	44,519	46,650	56,196	61,957	65,984	65,536	58,226	68,052	71,663	76,182	82,249	81,970	87,028	89,501
New Jersey	338,189	344,598	344,598	437,161	515,534	565,877	596,911	579,907	571,570	593,683	622,832	691,646	761,639	774,815	805,452	854,825
New Mexico	22,349	26,461	26,461	32,290	40,079	48,110	47,070	42,956	44,490	49,709	57,344	68,497	78,916	80,593	85,106	92,964
New York	788,408	922,240	1,104,489	1,156,588	1,318,910	1,438,583	1,543,073	1,500,575	1,459,797	1,477,706	1,509,057	1,613,016	1,702,621	1,686,330	1,764,001	1,831,569
North Carolina	155,425	188,715	211,826	235,704	249,949	238,992	237,412	218,808	233,314	259,524	291,310	321,633	357,584	370,033	392,796	421,082
North Dakota	51,806	62,611	63,172	73,274	70,811	64,860	66,899	61,588	64,978	74,410	79,686	78,865	87,863	87,631	81,399	83,398
Ohio	575,853	654,623	741,955	818,305	898,108	914,268	969,531	844,746	822,384	893,898	947,964	1,055,438	1,147,012	1,132,672	1,206,732	1,295,397
Oklahoma	155,174	188,945	218,819	247,850	278,480	295,611	251,517	244,068	254,372	273,646	299,593	332,199	344,606	351,836	358,028	369,950
Oregon	98,294	110,215	121,267	132,655	150,224	153,605	153,403	137,876	133,795	142,980	156,947	183,699	193,075	194,874	208,716	226,004
Pennsylvania	385,735	550,735	648,108	686,477	990,106	876,039	1,032,937	963,179	984,453	1,073,197	1,104,884	1,205,373	1,332,146	1,319,554	1,397,155	1,488,384
Rhode Island	40,989	50,523	55,370	58,325	76,171	85,637	93,647	91,596	92,731	101,803	104,661	113,183	117,548	115,975	125,199	129,271
South Carolina	77,227	82,681	93,481	101,724	108,614	103,841	110,610	94,765	101,885	118,927	131,692	148,710	168,834	173,704	190,823	211,481
South Dakota	63,151	63,280	64,788	77,884	87,500	86,610	88,407	76,651	86,104	91,695	99,407	99,511	100,173	102,464	100,474	111,211
Tennessee	113,732	119,486	138,209	158,603	179,464	198,302	189,438	158,577	169,298	185,590	199,847	234,799	233,937	248,513	254,350	286,349
Texas	428,221	482,318	548,957	628,747	724,327	732,032	757,206	671,668	707,888	784,767	829,239	949,413	1,031,598	1,063,954	1,116,078	1,173,270
Utah	28,774	32,592	37,672	43,744	52,249	55,653	57,048	49,782	50,703	58,200	64,134	72,160	78,506	80,422	90,786	96,162
Vermont	24,210	25,937	31,186	35,105	41,462	44,288	42,489	44,327	44,734	45,874	48,543	52,129	60,921	60,363	63,942	66,612
Virginia	121,725	134,061	156,536	172,697	195,485	212,814	226,283	212,553	218,670	246,551	262,685	295,413	318,954	330,620	354,681	386,759
Washington	146,136	168,631	185,241	205,210	227,746	234,319	236,657	213,489	208,544	231,154	243,791	280,421	286,251	300,774	311,906	337,830
West Virginia	14,290	18,631	21,788	25,151	28,746	30,533	31,722	120,460	119,487	130,335	148,873	170,081	184,598	178,178	192,518	208,332
Wisconsin	231,020	255,645	295,995	336,760	367,967	409,482	424,636	366,811	372,287	377,453	424,582	443,747	474,571	490,823	498,614	518,722
Wyoming	18,401	20,188	22,961	26,249	30,369	32,077	35,190	31,351	30,999	36,126	37,032	49,272	53,698	54,691	56,701	59,386
Dist. of Col.	44,460	50,760	57,440	63,157	71,409	79,984	92,818	101,175	104,117	104,470	113,358	121,420	130,935	133,325	142,776	160,994
Total	8,556,558	9,848,668	11,093,864	12,106,219	13,858,382	14,454,164	15,149,145	14,011,600	13,998,958	15,033,999	15,919,281	17,640,917	18,973,618	19,110,356	20,170,516	21,417,818

## Highway Statistics, Summary to 1955

TABLE C-223A  
SHEET 2 OF 2

## PRIVATE AND COMMERCIAL HIGHWAY USE OF MOTOR FUEL, BY STATES, 1925-1955 1/

STATE	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
Alabama	290,330	268,838	217,666	225,953	267,226	357,046	394,140	427,323	454,570	513,012	567,952	626,072	662,987	695,500	755,702
Arizona	106,787	100,621	82,360	83,927	104,872	151,475	172,137	190,240	190,549	214,751	244,716	281,760	301,551	303,860	339,176
Arkansas	201,018	180,020	146,469	154,039	187,327	247,692	259,757	291,659	312,826	340,834	373,036	413,048	435,122	435,122	463,758
California	1,943,417	1,658,630	1,414,030	1,454,394	1,782,192	2,402,440	2,708,203	2,811,546	2,930,890	3,159,837	3,428,448	3,698,253	3,893,726	3,986,284	4,336,356
Colorado	219,367	195,716	158,206	157,650	191,531	266,098	296,733	303,553	326,336	355,885	393,980	425,853	443,179	468,166	498,230
Connecticut	373,652	373,652	373,652	373,652	373,652	373,652	373,652	373,652	373,652	373,652	373,652	373,652	373,652	373,652	373,652
Delaware	62,993	62,993	62,993	62,993	62,993	62,993	62,993	62,993	62,993	62,993	62,993	62,993	62,993	62,993	62,993
Florida	396,664	296,168	267,404	283,171	341,045	468,459	535,359	575,061	618,977	702,266	776,097	862,489	912,773	1,045,652	1,168,636
Georgia	396,851	315,681	277,905	308,459	360,926	448,459	529,686	569,509	619,024	695,681	766,325	863,695	899,472	943,404	1,036,523
Idaho	99,759	86,597	76,246	77,342	93,356	132,184	140,051	149,721	158,573	170,531	186,692	191,253	198,038	205,014	216,053
Illinois	1,519,777	1,271,249	1,002,660	974,381	1,093,994	1,460,295	1,567,839	1,743,111	1,802,973	2,023,936	2,164,818	2,196,662	2,292,055	2,317,624	2,523,687
Indiana	722,796	622,294	436,322	491,420	562,494	734,694	827,193	903,191	961,890	1,070,943	1,154,122	1,219,206	1,284,663	1,364,001	1,482,293
Iowa	518,212	439,080	358,511	362,899	423,357	541,106	566,477	618,063	649,655	727,807	747,966	776,563	811,233	814,816	862,261
Kansas	373,652	325,199	271,459	255,635	301,606	385,991	419,356	456,328	465,388	534,220	561,866	599,435	620,375	647,382	680,074
Kentucky	311,258	252,827	207,649	213,320	262,866	386,284	425,059	456,916	486,796	534,435	563,530	605,338	636,374	668,841	719,224
Louisiana	281,593	237,874	214,632	225,063	259,428	343,591	379,451	401,466	442,794	488,888	525,840	568,710	611,795	647,715	705,081
Maine	160,229	118,052	95,055	103,021	123,724	170,980	185,590	192,434	200,247	212,033	226,100	236,553	249,218	260,014	276,789
Maryland	329,982	273,050	222,320	235,597	262,306	338,520	368,959	395,471	425,267	466,810	503,640	537,035	567,014	591,946	624,692
Massachusetts	744,490	547,073	429,449	454,154	526,767	701,644	760,524	799,595	854,201	927,411	965,808	1,001,764	1,026,717	1,078,940	1,167,191
Michigan	1,207,102	1,013,807	785,316	779,075	893,566	1,196,021	1,315,435	1,429,046	1,501,807	1,644,086	1,733,549	1,799,549	1,976,903	2,028,117	2,202,724
Minnesota	523,146	452,325	337,557	352,647	402,426	566,646	589,764	639,941	686,760	714,542	737,415	793,714	827,042	880,311	934,052
Mississippi	226,395	196,167	165,770	169,996	209,778	282,960	308,972	330,740	362,351	397,010	433,134	456,309	477,686	494,495	523,763
Missouri	741,695	609,787	481,833	475,160	548,401	736,671	809,287	877,890	946,117	1,032,928	1,123,699	1,203,928	1,226,276	1,288,214	1,352,875
Montana	110,240	88,507	72,242	74,784	85,500	123,282	135,933	147,194	158,335	171,445	189,440	195,127	222,906	214,830	222,278
Nebraska	220,920	203,320	176,157	146,560	187,746	243,071	266,342	335,595	332,040	385,416	410,431	429,921	443,226	471,230	487,958
Nevada	41,369	39,039	30,137	28,105	35,465	52,447	57,479	60,890	62,334	71,019	81,211	92,425	104,879	110,577	121,693
New Hampshire	94,066	65,097	49,100	53,944	67,556	96,296	105,309	111,426	117,178	125,900	130,537	136,142	145,725	152,915	163,749
New Jersey	910,564	706,999	525,406	557,542	671,489	854,879	937,355	1,001,089	1,060,483	1,201,248	1,294,438	1,376,957	1,457,364	1,600,296	1,711,545
New Mexico	100,781	81,852	67,551	74,561	99,505	138,684	152,979	167,425	179,821	204,579	229,707	258,095	276,883	280,212	306,561
New York	1,900,567	1,432,882	1,078,630	1,149,939	1,308,738	1,791,306	1,939,647	2,082,900	2,257,400	2,424,282	2,546,137	2,691,882	2,839,610	2,972,412	3,162,527
North Carolina	406,054	373,435	330,979	345,004	423,782	578,261	635,717	695,071	741,177	844,905	931,956	992,646	1,030,296	1,062,235	1,166,153
North Dakota	67,765	83,674	62,651	63,312	71,097	94,047	140,259	125,869	133,213	132,552	139,168	149,877	156,459	161,652	169,028
Ohio	1,448,083	1,248,116	1,010,949	970,220	1,103,909	1,459,888	1,597,612	1,750,203	1,848,134	2,032,867	2,134,137	2,263,706	2,424,551	2,485,767	2,680,476
Oklahoma	383,089	312,225	263,014	262,640	303,471	385,472	428,345	457,678	490,684	551,211	635,994	666,030	686,030	683,421	734,093
Oregon	257,973	223,224	192,867	190,504	231,333	334,018	376,691	410,849	424,827	456,961	513,590	518,828	518,828	520,585	559,599
Pennsylvania	1,569,101	1,233,962	947,516	1,004,358	1,153,129	1,549,669	1,671,751	1,811,238	1,939,794	2,087,438	2,233,756	2,353,265	2,460,705	2,527,475	2,725,488
Rhode Island	138,798	110,190	80,988	84,325	97,418	126,876	137,196	140,930	147,528	155,927	162,569	174,099	189,075	206,191	223,680
South Carolina	244,917	189,929	164,371	176,040	205,460	287,101	314,953	338,531	369,675	413,122	457,120	507,545	526,576	541,956	580,231
South Dakota	118,425	103,699	94,416	87,805	100,712	141,734	162,602	168,602	187,754	168,602	187,754	173,684	207,508	220,998	203,540
Tennessee	339,255	315,289	276,439	274,983	319,205	415,700	459,427	525,871	560,789	621,590	678,994	723,757	770,727	818,141	871,609
Texas	1,319,391	1,129,061	947,340	992,697	1,151,214	1,506,116	1,657,507	1,832,212	2,024,939	2,307,721	2,446,965	2,649,328	2,759,731	2,858,226	3,092,122
Utah	106,829	100,178	91,853	85,639	99,900	133,962	147,720	160,171	170,561	188,354	197,188	204,388	211,135	219,873	237,023
Vermont	70,783	50,567	38,225	41,954	51,320	73,567	80,417	85,066	88,655	92,149	95,955	101,217	106,660	108,680	113,266
Virginia	466,248	367,801	305,117	324,245	375,267	513,548	558,496	610,695	664,414	747,253	817,395	880,370	924,425	949,031	1,042,889
Washington	381,175	344,396	297,356	297,216	344,422	469,909	508,678	541,844	559,625	596,648	642,832	675,517	705,176	722,023	769,476
West Virginia	227,168	189,204	140,246	149,362	184,604	248,873	271,905	317,177	330,517	352,987	369,443	385,143	393,042	405,276	434,467
Wisconsin	567,347	502,347	377,589	403,990	474,420	614,627	681,003	755,590	755,449	814,356	857,429	908,196	944,903	975,728	1,039,449
Wyoming	66,437	50,360	40,332	42,110	53,801	77,609	88,884	96,347	110,509	118,528	121,242	138,210	147,702	149,765	154,827
Dist. of Col.	178,584	131,857	94,597	96,001	106,869	139,709	152,685	163,499	179,066	192,911	200,845	203,820	200,216	196,666	202,056
Total	23,637,867	19,472,813	15,668,249	16,089,547	18,797,970	25,269,041	27,714,492	29,908,912	31,849,914	35,033,776	37,478,726	39,898,145	42,006,508	43,578,380	46,913,496

1/ The data in this table were obtained chiefly from reports of State authorities. For years prior to 1930, or where data were not available, estimates have been made by Bureau of Public Roads.



# NONHIGHWAY USE OF MOTOR FUEL, BY STATES, 1925-1955

TABLE G-224  
SHEET 1 OF 2

STATE	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
Alabama	5,368	6,415	7,502	8,145	8,933	8,654	8,163	6,873	6,769	7,962	8,946	10,826	12,084	12,288	13,105	13,627
Arizona	4,393	5,587	5,862	4,495	5,995	6,272	6,140	7,001	7,958	9,363	10,804	11,584	11,715	11,399	12,349	11,518
Arkansas	7,005	5,000	4,722	5,541	7,033	5,500	8,698	9,079	9,446	8,263	7,579	11,645	9,615	9,866	11,646	11,536
California	59,680	70,398	79,267	90,338	113,601	124,456	143,491	133,198	118,580	137,001	146,877	162,592	181,680	179,373	164,542	182,736
Colorado	1,363	4,060	5,185	11,306	14,041	17,234	20,135	19,617	17,682	19,732	21,982	28,759	32,285	30,610	32,272	35,954
Connecticut	6,440	7,037	8,083	9,779	8,907	8,377	10,383	8,964	7,544	7,611	7,415	7,848	9,126	8,775	11,748	14,572
Delaware	310	437	676	1,148	1,487	1,933	2,329	1,487	1,155	1,155	1,290	1,929	2,471	2,505	3,055	3,153
Florida	8,419	11,443	10,073	9,010	8,961	9,112	9,437	8,337	8,200	12,893	13,572	14,345	18,086	17,223	21,990	27,926
Georgia	7,029	8,157	9,679	10,374	11,042	11,215	11,146	10,031	10,642	12,191	13,920	15,198	16,588	17,831	20,382	23,687
Idaho	1,221	2,015	2,334	3,051	4,465	5,245	7,326	5,245	5,072	6,693	6,568	11,359	12,467	10,762	9,459	10,134
Illinois	23,734	26,963	29,237	32,089	36,665	37,995	47,664	42,146	43,219	54,896	73,487	66,640	102,791	103,763	117,767	128,153
Indiana	6,326	8,070	12,225	15,880	21,099	27,208	30,606	29,970	30,185	27,866	33,528	42,348	43,444	47,975	51,870	57,771
Iowa	3,728	7,861	12,513	19,586	21,035	35,274	43,072	51,867	37,320	32,033	38,307	49,991	66,306	79,105	82,066	87,607
Kansas	8,070	5,163	24,948	27,234	57,155	57,751	109,931	91,931	83,003	85,753	103,286	122,785	125,025	119,601	130,489	144,232
Kentucky	5,078	5,188	5,927	6,765	7,763	8,445	8,845	8,443	8,487	9,438	10,319	12,266	13,541	13,685	15,015	18,072
Louisiana	7,625	8,830	9,891	11,021	11,517	12,050	12,257	11,189	11,021	13,792	14,096	16,028	18,378	18,067	20,228	20,159
Maine	776	2,062	2,771	3,193	4,427	5,939	5,665	4,767	4,627	5,474	5,638	6,137	6,917	6,984	7,033	7,359
Maryland	2,297	3,186	4,013	4,542	5,881	7,348	9,127	10,048	9,511	10,876	14,493	16,046	18,972	19,261	18,838	18,537
Massachusetts	10,954	9,494	7,303	51,874	6,496	7,936	10,026	9,551	11,081	23,502	25,762	29,526	29,477	27,846	30,757	28,687
Michigan	20,952	25,472	37,695	51,874	63,058	59,760	59,104	59,172	55,118	58,870	65,794	80,888	86,932	77,846	100,217	121,911
Minnesota	7,479	13,408	16,769	22,184	26,722	35,786	49,088	45,060	43,738	46,189	55,177	61,666	62,943	69,971	70,795	77,784
Mississippi	6,246	7,801	8,969	10,246	10,592	10,214	8,971	10,162	14,801	13,232	18,463	12,433	18,222	13,222	10,581	9,784
Missouri	5,934	5,934	5,934	7,589	9,296	13,100	13,100	11,675	11,824	11,743	14,168	20,043	24,592	27,829	33,403	39,212
Montana	6,977	8,813	10,801	14,559	20,413	17,705	14,739	13,721	12,372	11,614	17,022	15,983	16,888	21,464	22,615	25,251
Nebraska	13,810	15,241	18,365	19,746	20,927	22,691	23,490	20,197	19,955	22,178	22,715	23,158	23,252	23,969	25,739	25,029
Nevada	419	700	957	1,097	1,505	1,740	3,190	3,524	3,238	2,609	3,279	3,990	2,748	2,846	3,367	3,793
New Hampshire	453	644	871	1,161	1,646	2,259	1,581	1,789	1,706	2,107	1,854	2,290	2,488	2,440	3,578	4,414
New Jersey	15,987	18,735	21,306	24,217	28,559	31,348	32,730	31,798	31,341	32,554	34,152	34,384	41,636	38,210	50,200	53,821
New Mexico	2,079	2,564	3,053	3,720	4,599	5,494	5,389	3,400	3,296	7,663	6,070	7,201	11,058	10,095	11,135	11,931
New York	8,128	12,709	20,840	20,839	26,187	38,239	43,940	44,106	36,109	57,572	64,516	68,713	74,211	75,501	94,236	94,184
North Carolina	4,157	8,164	8,115	8,265	10,778	12,812	6,941	3,683	3,409	6,480	6,778	9,626	11,056	11,869	13,122	14,072
North Dakota	13,076	15,809	19,903	36,161	44,453	47,864	37,292	34,055	28,792	23,408	32,222	29,933	28,236	35,010	45,650	60,436
Ohio	8,152	14,949	18,630	31,110	43,397	48,546	48,599	46,362	48,621	55,250	61,281	85,963	98,660	83,432	96,986	107,337
Oklahoma	17,774	21,537	24,927	28,181	31,631	21,316	30,831	22,865	25,223	30,652	30,652	24,109	31,461	34,402	51,914	58,363
Oregon	4,114	5,552	6,790	8,760	10,053	13,275	17,411	16,341	21,430	19,253	22,122	23,681	24,717	26,490	26,941	28,867
Pennsylvania	16,671	23,642	27,769	29,438	42,164	37,447	44,015	41,144	41,987	46,132	47,582	51,847	58,229	57,042	60,424	64,200
Rhode Island	1,142	1,408	1,544	1,626	2,598	2,226	1,825	1,539	1,638	1,566	1,960	2,805	2,545	2,722	2,931	1,684
South Carolina	4,203	4,506	5,087	5,539	5,927	5,969	6,062	5,218	5,597	7,170	7,911	8,620	11,371	10,689	11,558	13,948
South Dakota	9,523	12,000	18,975	24,245	28,360	41,135	44,062	30,282	12,588	9,913	16,509	11,419	13,079	25,699	30,168	34,227
Tennessee	6,112	6,437	7,480	8,590	9,750	10,747	10,365	8,755	9,344	11,341	13,410	18,501	17,766	17,257	18,951	23,404
Texas	28,203	31,684	35,961	41,126	47,308	71,071	74,453	75,956	74,521	89,409	106,079	130,315	159,675	177,138	185,205	202,997
Utah	2,274	2,539	2,990	3,427	4,071	4,348	4,348	3,943	4,015	4,628	5,125	6,710	7,074	6,157	3,807	4,417
Vermont	1,055	1,055	1,330	1,497	1,765	1,886	1,791	1,891	2,075	2,075	2,260	2,914	2,893	1,997	2,061	2,145
Virginia	4,257	5,884	7,101	7,244	8,679	11,228	13,566	11,216	9,969	12,557	13,749	16,325	18,500	19,053	22,500	24,271
Washington	9,215	10,979	13,273	16,775	20,618	23,278	27,356	25,654	19,792	22,045	22,280	26,317	26,839	26,358	25,559	27,531
West Virginia	1,042	2,242	2,736	3,860	4,884	6,432	6,950	6,076	5,748	5,414	5,350	5,960	6,036	6,215	6,002	5,561
Wisconsin	6,273	8,193	12,231	14,308	19,143	22,136	24,144	34,954	35,753	36,232	37,302	36,192	40,484	41,140	42,479	42,349
Wyoming	2,115	2,316	2,632	3,226	3,470	3,665	4,017	3,613	3,600	5,376	5,955	7,215	7,890	7,920	8,586	8,574
Dist. of Col.	348	243	365	422	479	554	691	920	746	1,299	1,251	1,587	2,338	2,321	3,764	3,932
Total	394,890	488,210	605,570	728,822	911,735	1,023,796	1,164,599	1,088,189	1,019,753	1,143,025	1,292,883	1,462,539	1,659,990	1,700,032	1,857,485	2,037,169

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## NONHIGHWAY USE OF MOTOR FUEL, BY STATES, 1925-1955

STATE	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
Alabama	16,528	19,276	20,932	20,914	21,220	27,218	31,824	36,631	44,542	48,443	54,613	43,802	47,240	49,916	53,673
Arizona	11,821	16,521	16,273	13,510	14,845	16,290	20,385	21,020	27,903	22,562	23,160	22,677	32,150	34,150	34,107
Arkansas	11,639	13,221	16,365	11,553	13,752	18,016	20,792	24,731	27,254	29,052	37,671	35,001	38,358	38,844	42,325
California	170,022	237,324	239,159	242,665	249,337	285,009	162,703	287,888	260,495	275,140	311,176	319,551	341,623	370,766	417,456
Colorado	35,146	33,138	33,879	36,400	42,494	52,764	53,937	75,105	77,665	84,367	89,870	82,882	86,160	88,014	89,230
Connecticut	21,692	27,727	29,917	29,594	21,855	15,099	16,952	18,839	21,454	26,853	24,481	24,019	21,517	17,576	16,551
Delaware	3,238	3,564	3,274	3,194	3,386	4,857	7,790	7,112	7,523	8,814	8,373	8,016	10,337	11,316	12,057
Florida	27,508	32,805	35,122	30,408	37,190	66,863	81,929	89,745	113,278	145,275	148,662	135,506	136,344	157,709	174,201
Georgia	23,217	26,036	27,060	29,619	29,794	38,638	44,090	50,760	62,081	67,832	76,265	52,881	68,192	71,823	62,302
Idaho	11,662	12,166	12,514	13,611	13,382	14,482	26,266	24,142	24,582	30,317	36,317	30,476	37,670	37,334	39,244
Illinois	134,776	159,762	176,404	206,105	195,596	207,575	266,290	252,035	312,782	284,963	266,348	346,636	371,538	454,451	299,049
Indiana	70,670	80,979	92,926	103,768	99,165	110,924	117,113	128,740	127,576	135,388	132,160	148,362	147,869	138,655	133,213
Iowa	98,860	109,450	130,618	142,449	152,899	189,543	205,044	220,343	232,801	215,310	218,767	223,787	210,705	245,956	236,598
Kansas	151,099	149,393	161,604	175,853	179,526	174,194	204,336	217,178	229,978	183,803	195,940	202,905	205,478	208,042	207,071
Kentucky	18,776	23,222	27,109	30,775	28,310	8,872	13,444	18,895	23,969	21,756	28,533	27,301	29,103	32,839	34,931
Louisiana	21,687	23,317	22,731	21,891	21,202	15,022	17,745	21,552	27,296	30,472	36,742	40,272	47,148	52,431	54,469
Maine	8,487	7,197	7,133	6,474	7,296	7,734	10,694	13,400	12,491	11,699	11,147	13,282	12,690	11,642	12,952
Maryland	20,555	22,233	23,989	23,502	24,260	26,482	28,869	32,679	33,414	34,578	35,114	36,327	39,972	39,833	42,777
Massachusetts	35,204	28,593	27,793	28,701	29,627	34,473	41,473	43,091	43,817	43,817	26,567	19,119	27,969	27,703	31,167
Michigan	136,590	145,007	152,930	198,597	190,481	214,021	254,883	243,898	222,791	265,004	297,735	177,629	277,971	183,449	189,369
Minnesota	82,470	85,670	96,727	106,301	125,896	133,524	160,395	169,706	160,638	189,941	185,650	187,565	196,772	193,203	200,735
Mississippi	9,346	10,058	10,356	10,359	10,145	12,594	15,641	18,136	23,543	24,739	27,573	30,432	32,271	35,400	36,444
Missouri	38,710	40,240	44,705	50,108	50,108	65,231	74,431	89,411	97,781	103,519	113,748	136,722	157,151	164,050	173,309
Montana	28,081	27,979	28,573	32,911	35,606	40,959	47,155	52,765	51,338	52,994	43,585	57,333	58,281	58,832	60,322
Nebraska	26,637	27,364	32,972	63,800	63,851	82,232	90,252	51,893	54,139	59,296	62,957	66,113	68,272	70,555	74,920
Nevada	4,196	7,492	6,381	6,126	5,788	5,798	6,622	6,567	6,953	7,767	10,424	10,280	9,978	11,285	12,006
New Hampshire	5,242	3,697	2,716	2,025	1,871	2,424	2,907	3,508	3,063	3,227	3,444	3,346	3,389	3,814	4,067
New Jersey	80,085	83,964	111,670	89,617	72,903	60,255	58,653	59,245	62,025	80,102	72,910	46,184	48,773	55,695	64,333
New Mexico	13,158	14,108	14,378	16,037	16,453	17,951	19,835	22,948	21,924	22,740	22,943	25,571	25,293	23,112	23,709
New York	101,798	93,805	108,479	118,142	107,089	106,496	137,448	153,075	169,012	192,227	220,486	225,172	272,735	295,189	332,472
North Carolina	17,646	17,086	23,512	18,364	24,121	33,351	39,796	50,858	63,849	67,400	69,958	75,873	92,179	64,370	64,873
North Dakota	69,582	73,256	88,140	101,960	112,246	124,234	84,207	120,157	124,672	125,949	128,843	127,927	133,009	133,590	132,237
Ohio	130,917	149,433	130,854	135,459	113,991	115,275	117,578	137,139	148,517	140,606	159,081	159,069	160,624	172,382	184,739
Oklahoma	68,995	82,562	81,685	97,189	92,946	116,776	127,375	130,766	130,021	131,089	124,850	123,860	123,600	123,731	115,451
Oregon	33,137	34,106	33,842	35,200	37,080	42,035	53,586	54,998	51,925	57,550	59,889	62,081	63,787	65,718	65,432
Pennsylvania	75,621	114,772	83,721	90,376	78,214	86,344	109,965	127,976	89,782	99,329	116,832	109,860	123,005	121,218	118,929
Rhode Island	2,272	1,519	2,932	2,802	2,472	2,315	2,941	2,861	2,876	1,770	1,688	1,739	1,739	1,642	1,787
South Carolina	14,963	14,649	7,801	7,949	10,329	14,560	19,516	26,179	31,703	32,760	34,486	39,538	46,327	32,711	32,551
South Dakota	33,317	42,654	37,179	50,507	61,586	63,804	58,869	88,847	94,507	87,932	85,326	75,483	92,179	95,416	115,413
Tennessee	24,262	27,703	23,218	42,305	42,305	54,046	44,053	36,666	34,703	47,784	49,439	47,136	56,774	57,730	62,328
Texas	216,614	235,274	250,846	250,483	275,018	296,360	337,539	370,408	383,210	387,648	383,565	360,529	366,789	365,086	343,668
Utah	5,302	5,385	7,028	8,919	10,598	11,775	14,232	15,033	14,171	15,842	21,602	32,536	39,921	39,839	44,939
Vermont	2,507	1,886	2,135	2,471	2,712	3,146	4,067	4,429	4,936	5,550	6,161	6,280	4,108	4,167	4,346
Virginia	28,341	29,072	30,485	31,217	27,958	28,175	31,975	41,501	49,313	51,093	56,769	62,161	49,480	49,220	56,076
Washington	30,377	30,949	27,991	24,733	26,093	27,345	42,358	54,205	56,901	59,099	60,065	64,206	69,699	70,065	71,888
West Virginia	9,221	9,221	10,872	6,640	5,523	6,048	6,838	8,343	8,799	9,662	9,266	9,390	10,060	10,984	11,627
Wisconsin	42,334	46,670	67,575	87,109	87,237	103,405	100,757	118,793	133,615	144,375	144,177	140,616	153,118	151,895	129,059
Wyoming	9,513	9,920	9,781	11,920	14,128	14,744	17,038	22,864	12,262	12,952	15,298	15,082	14,147	15,378	15,405
Dist. of Col.	4,205	8,903	2,677	1,360	1,247	1,680	1,894	2,353	2,033	2,177	2,142	2,041	2,572	2,617	2,462
Total	2,227,044	2,479,038	2,638,523	2,862,379	2,897,759	3,227,544	3,464,796	3,808,506	4,009,021	4,177,666	4,345,011	4,452,806	4,649,190	4,753,453	4,834,521

1. The data in this table were obtained chiefly from reports of State authorities. For years prior to 1930, or where data were not available, estimates have been made by Bureau of Public Roads.





## STATE MOTOR-FUEL TAX RECEIPTS, 1919-1955

TABLE G-201

YEAR	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	OTHER RECEIPTS IN CONNECTION WITH MOTOR- FUEL TAX	LESS TAX ON AVIATION GASOLINE	ADJUSTED NET TOTAL RECEIPTS
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1919	1,023	-	1,023	-	-	1,023
1920	1,364	-	1,364	-	-	1,364
1921	5,382	-	5,382	-	-	5,382
1922	12,704	1	12,703	-	-	12,703
1923	38,655	89	38,566	-	-	38,566
1924	81,585	1,143	80,442	-	-	80,442
1925	152,474	4,116	148,358	-	-	148,358
1926	193,536	5,933	187,603	-	-	187,603
1927	268,502	9,663	258,839	128	-	258,967
1928	318,063	13,191	304,872	362	-	305,234
1929	451,655	20,344	431,311	325	-	431,636
1930	522,971	29,106	493,865	818	-	494,683
1931	569,789	33,392	536,397	1,192	-	537,589
1932	548,885	35,838	513,047	1,092	-	514,139
1933	552,748	34,552	518,196	1,207	-	519,403
1934	591,995	26,968	565,027	1,615	-	566,642
1935	647,852	31,001	616,851	2,826	-	619,677
1936	723,735	37,104	686,631	4,789	-	691,420
1937	800,140	43,210	756,930	5,068	-	761,998
1938	813,576	46,723	766,853	5,207	296	771,764
1939	864,479	48,046	816,433	5,580	357	821,656
1940	914,489	50,017	864,472	6,220	556	870,136
1941	1,008,170	57,214	950,956	7,057	701	957,312
1942	902,721	63,264	839,457	6,346	948	844,855
1943	722,249	67,394	654,855	5,410	1,140	659,125
1944	748,057	71,449	676,608	5,626	1,284	680,950
1945	852,568	73,906	778,662	6,241	1,212	783,691
1946	1,138,855	80,250	1,058,605	8,219	2,143	1,064,681
1947	1,299,302	99,584	1,199,718	8,850	2,263	1,206,305
1948	1,455,397	112,424	1,342,973	9,360	2,305	1,350,028
1949	1,588,781	122,534	1,466,247	10,058	1,797	1,474,508
1950	1,799,844	140,907	1,658,937	10,433	2,141	1,667,229
1951	1,952,105	148,303	1,803,802	11,200	2,378	1,812,624
1952	2,118,035	159,576	1,958,459	11,920	2,548	1,967,831
1953	2,314,335	168,864	2,145,471	12,584	2,945	2,155,110
1954	2,480,059	184,831	2,295,228	13,159	2,628	2,305,759
1955	2,711,107	180,030	2,531,077	15,045	3,077	2,543,045



STATE AND FEDERAL GASOLINE TAX RATES BY YEARS ↴

STATE	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	STATE	
ALABAMA	-	-	-	-	2	2	2	2	2-4	4	4	4	4-5	5-6	6	6	6	6	6	6	6	6	ALABAMA
ARIZONA	-	-	1	1	1-3	3	3	3	3-4	4	4	4	4-5	5	5	5	5	5	5	5	5	5	ARIZONA
ARKANSAS	-	-	1	1	1-3	4	4	4-5	5	5	5	5	5-6	6	6	6-5	6-5	6-5	6-5	6-5	6-5	6-5	ARKANSAS
CALIFORNIA	-	-	-	-	2	2	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3	3	CALIFORNIA
COLORADO	1-2	1	1	1	2	2	2	2	2-3	3	3-4	4	4	4	4	4-5-4	4	4	4	4	4	4	COLORADO
CONNECTICUT	-	-	1	1	1	2	2	2	2	2-3	2	2	2	2	2	2	2-3	3	3	3	3	3	CONNECTICUT
DELAWARE	-	-	1	1	1	2	2	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3	DELAWARE
FLORIDA	-	-	1	1	1-3	3	3-4	4	4-5	5	5-6	6	6-7	7	7	7	7	7	7	7	7	7	FLORIDA
GEORGIA	-	-	1	1	1-3	3	3	3-3-5	3-5-4	4	4-6	6	6	6	6	6	6	6	6	6	6	6	GEORGIA
IDAHO	-	-	-	-	2	2	2-3	3	4	4	4	4-5	5	5	5	5	5	5	5	5	5	5-1	IDAHO
ILLINOIS	-	-	-	-	-	2	2	2	2	-	3	3	3	3	3	3	3	3	3	3	3	3	ILLINOIS
INDIANA	-	-	-	-	2	2	2-3	3	3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	INDIANA
IOWA	-	-	-	-	-	-	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3	3	IOWA
KANSAS	-	-	-	-	-	-	2	2	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	KANSAS
KENTUCKY	-	1	1	1	1	1-3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	KENTUCKY
LOUISIANA	-	-	1	1	1-2	2	2	2	2	2	2-4	4-5	5	5	5	5	5	5-7	7	7	7	7	LOUISIANA
MAINE	-	-	-	-	1	1	1-3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	4	4	MAINE
MARYLAND	-	-	-	-	1	2	2	2	2-4	4	4	4	4	4	4	4	4	4	4	4	4	4	MARYLAND
MASSACHUSETTS	-	-	-	-	-	-	-	2	2-3	2	2	2-3	3	3	3	3	3	3	3	3	3	3	MASSACHUSETTS
MICHIGAN	-	-	-	-	-	-	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3	3	MICHIGAN
MINNESOTA	-	-	-	-	-	-	2	2	2	2	2-3	3	3	3	3	3	3	3	3	3-4	4	4	MINNESOTA
MISSISSIPPI	-	-	-	1	1	1-3	3	4	4-5	5	5	5	5-5-5	5-6	6	6	6	6	6	6	6	6	MISSISSIPPI
MISSOURI	-	-	-	1	1-2	2	2	2	2	2	2-5	5	5	5	5	5	5	5	5	5	5	5	MISSOURI
MONTANA	-	-	-	-	-	2	2	2	3	3	3-5	5	5	5	5	5	5	5	5	5	5	5	MONTANA
NEBRASKA	-	-	-	-	-	-	2	2	2	2	2-4	4	4	4	4	4	4-5	5	5	5	5	5	NEBRASKA
NEVADA	-	-	-	-	2	2	2-4	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	NEVADA
NEW HAMPSHIRE	-	-	-	-	1	2	2	2	2-3	4	4	4	4	4	4	4	4	4	4	4	4	4	NEW HAMPSHIRE
NEW JERSEY	-	-	-	-	-	-	-	-	2	2	2	2	2-3	3	3	3	3	3	3	3	3	3	NEW JERSEY
NEW MEXICO	1	2	1	1	1	1	1-3	3	3-5	5	5	5	5	5	5	5	5	5	5	5	5	5	NEW MEXICO
NEW YORK	-	-	1	1	1-3	3	3-4	4	4	4	4-5	5	5-6	6	6	6	6	6	6	6	6	6	NEW YORK
NORTH CAROLINA	-	-	1	1	1	1	1	1-2	2	2	2	2	3	3	3	3	3	3	3	3	3	3-4	NORTH CAROLINA
NORTH DAKOTA	1	1	1	1	1	1	1	1	2	2	3	3	3	3	3	3	3	3	3	3	3	3	NORTH DAKOTA
OHIO	-	-	-	-	-	1-2-5	2	2	2-3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	OHIO
OKLAHOMA	-	-	-	-	1	3	2-5-3	3	3	3	3-4	4	4-5	4	4	4	4	4	4	4	4	4	OKLAHOMA
OREGON	1	1	2	2	3	3	2	2	2-3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	OREGON
PENNSYLVANIA	-	-	1	1	1-2	2	2	2	2-3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	PENNSYLVANIA
RHODE ISLAND	-	-	-	-	-	-	1	1	1-2	2	2	2	2	2	2	2	2	2	2-3	3	3	3	RHODE ISLAND
SOUTH CAROLINA	-	-	-	2	2-3	3	3-5	5	5	5	5-6	6	6	6	6	6	6	6	6	6	6	6	SOUTH CAROLINA
SOUTH DAKOTA	-	-	-	1	1-2	2	2-3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	4	4	SOUTH DAKOTA
TENNESSEE	-	-	-	-	2	2	2-3	3	3	3	3-5	5	5	5-6-7	7	7	7	7	7	7	7	7	TENNESSEE
TEXAS	-	-	-	-	1	1	1	1	1-3	3-2	4	4	4	4	4	4	4	4	4	4	4	4	TEXAS
UTAH	3-5	3-5	3-5	3-5	2-3	3	3-5	3	2-3	3	3-5	3-5	3-5	3-5-4	4	4	4	4	4	4	4	4	UTAH
VERMONT	-	-	-	-	1	1	1-2	2	2-3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	VERMONT
VIRGINIA	-	-	-	-	3	3	3	3-4-5	4-5	4-5-5	5	5	5	5	5	5	5	5	5	5	5	5	VIRGINIA
WASHINGTON	-	-	1	1	2	2	2	2	2	2	2-3	3	3-5	5	5	5	5	5	5	5	5	5	WASHINGTON
WEST VIRGINIA	-	-	-	-	2	2	2-3-5	2	3-5-4	4	4	4	4	4	4	4	4	4	4	4	4	4	WEST VIRGINIA
WISCONSIN	-	-	-	-	2	2	2	2	2	2	2	2	2-4	4	4	4	4	4	4	4	4	4	WISCONSIN
WYOMING	-	-	-	-	1	1	1-2-5	2-5	2-5-3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	WYOMING
DIST. OF COL.	-	-	-	-	-	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	DIST. OF COL.
STATE AVERAGE 2/	-	-	-	-	-	-	-	-	-	-	-	3-35	3-48	3-60	3-65	3-66	3-80	3-85	3-91	3-96	3-96	3-96	STATE AVERAGE 2/
FEDERAL TAX	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1-1-5	1	1	1	1	1	1	1	FEDERAL TAX

## STATE AND FEDERAL GASOLINE TAX RATES BY YEARS

Table G-205  
SHEET 2 OF 2

Cents Per Gallon

STATE	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	3/ 1956	STATE
ALABAMA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6-7	7	ALABAMA
ARIZONA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	ARIZONA
ARKANSAS	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	ARKANSAS
CALIFORNIA	3	3	3	3	3	3	3	3-4.5	4.5	4.5	4.5	4.5	4.5	4.5-6	6	6	*6	CALIFORNIA
COLORADO	4	4	4	4	4	4	4	4-6	6	6	6	6	6	6	6	6	6	COLORADO
CONNECTICUT	3	3	3	3	3	3	3	3-4	4	4	4	4	4	4	4	4-6	6	CONNECTICUT
DELAWARE	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	DELAWARE
FLORIDA																		FLORIDA
GEORGIA	6	6	6	6	6	6	6	6	6	6-7	7	7-6	6	6	6	6-6.5	6.5	GEORGIA
IDAHO	5.1	5.1	5.1	5.1	5.1	5.1-5.6	6	6	6	6	6	6	6	6	6	6	6	IDAHO
ILLINOIS	3	3	3	3	3	3	3	3	3	3	3	3-4	4	5	5	5	5	ILLINOIS
INDIANA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	INDIANA
IOWA	3	3	3	3	3	3-4	4	4	4	4	4	4	4	4-5	5	5-6	*6	IOWA
KANSAS	3	3	3	3	3	3	3-4	4	4	4-5	5	5	5	5	5	5	*5	KANSAS
KENTUCKY	5	5	5	5	5	5	5	5	5-7	7	7	7	7	7	7	7	4/ 7	KENTUCKY
LOUISIANA	7	7	7	7	7	7	7	7	7-9	9	9	9	9-7	7	7	7	7	LOUISIANA
MAINE	4	4	4	4	4	4	4	4-6	6	6	6	6	6	6	6	6-7	7	MAINE
MARYLAND	4	4	4	4	4	4	4	4-5	5	5	5	5	5	5-6	6	6	6	MARYLAND
MASSACHUSETTS	3	3	3	3	3	3	3	3	3	3	3	3-4.3	4.3	5	5	5	5	MASSACHUSETTS
MICHIGAN	3	3	3	3	3	3	3	3	3	3	3	3-4.5	4.5	4.5	4.5	4.5-6	6	MICHIGAN
MINNESOTA	4-3	3-4	4	4	4	4	4	4	4	4-5	5	5	5	5	5	5	5	MINNESOTA
MISSISSIPPI	6	6	6	6	6	6	6	6	6	6-7	6-7	7	7	7	7	7	*7	MISSISSIPPI
MISSOURI	2	2	2	2	2	2	2	2	2	2	2	2-3	2-3	3	3	3	3	MISSOURI
MONTANA	5	5	5	5	5	5	5	5	5	5-6	6	6	6	6	6	6-7	*7	MONTANA
NEBRASKA	5	5	5	5	5	5	5	5	5	5-6	6-5	5	5	5-6	6	6	6	NEBRASKA
NEVADA	4	4	4	4	4	4	4	4	4	4-4.5	4.5	4-5	4-5	4.5	4.5	4-5-5	*5	NEVADA
NEW HAMPSHIRE	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	5	5	NEW HAMPSHIRE
NEW JERSEY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3-4	4	4	NEW JERSEY
NEW MEXICO	5	5	5	5	5	5	5	5	5	5-7	7	7-6	6	6	6	6	6	NEW MEXICO
NEW YORK	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	*4	NEW YORK
NORTH CAROLINA	6	6	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	NORTH CAROLINA
NORTH DAKOTA	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	5-6	6	NORTH DAKOTA
OHIO	4	4	4	4	4	4	4	4	4	4	4	4	4	5	5	5	5	OHIO
OKLAHOMA	4	4-5.5	5.5	5.5	5.5	5.5-7.5	7.5	5.5	5.5	5-5.6	6.5	6.5	6.5	6.5	6.5	6.5	6.5	OKLAHOMA
OREGON	5	5	5	5	5	5	5	5	5	5-6	6	6	6	6	6	6	6	OREGON
PENNSYLVANIA	4	4	4	4	4	4	4	4-3.4	4	4-5	5	5	5	5	5	5-6	6	PENNSYLVANIA
RHODE ISLAND	3	3	3	3	3	3	3	3-4	4	4	4	4	4	4	4	4	4	RHODE ISLAND
SOUTH CAROLINA	6	6	6	6	6	6	6	6	6	6	6-7	7	7	7	7	7	7	SOUTH CAROLINA
SOUTH DAKOTA	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	5	5	SOUTH DAKOTA
TENNESSEE	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	TENNESSEE
TEXAS	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4-5	*5	TEXAS
UTAH	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	5	5	UTAH
VERMONT	4	4	4	4	4	4	4	4-4.5	4.5	4-5	5	5	5	5	5	5-5.5	*5.5	VERMONT
VIRGINIA	5	5	5	5	5	5	5-6	6	6	6	6	6	6	6	6	6	6	VIRGINIA
WASHINGTON	5	5	5	5	5	5	5	5	5	5-6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	WASHINGTON
WEST VIRGINIA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5-6	6	WEST VIRGINIA
WISCONSIN	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4-6	6	WISCONSIN
WYOMING	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	5	*5	WYOMING
DIST. OF COL.	2	2	3	3	3	3	3	3-4	4	4	4	4	4-5	5	5-6	6	6	DIST. OF COL.
STATE AVG. 2/	3.96	3.99	3.99	4.05	4.06	4.10	4.16	4.25	4.35	4.52	4.65	4.74	4.83	5.10	5.19	5.35	-	STATE AVG. 2/
FEDERAL TAX	1-1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5-2	2	2	2	2	2-3	FEDERAL TAX

1/ This table gives the tax rates at the beginning of each year, the changes during the year, and the rates in effect at the end of the year. For 1956, the final rates shown are those in effect August 1.

2/ Weighted average rate based on net gallons taxed.

3/ States marked with an asterisk have tax rates for diesel fuel differing from those for gasoline. For 1956 these diesel rates are as follows: California, 7 cents; Iowa, 7 cents;

Kansas, 7 cents; Mississippi, 8 cents; Montana, 9 cents; Nevada, 6 cents; New York, 6 cents; Texas, 6.5 cents; Vermont, no gasoline tax on diesel fuel; Wyoming, 4 cents.

4/ In Kentucky trucks or combinations having more than three axles pay 9 cents per gallon, and in Virginia all property carrying vehicles pay 8 cents per gallon on all motor fuel used.



# MOTOR VEHICLES

## REGISTRATIONS

New York, in 1901, was the first State to require all motor vehicles to be registered. By 1915 all States had a registration law, but it was not until 1921 that annual registration was required by all States. In addition to providing regulatory control over the rapidly increasing number of motor vehicles, the States soon found that registration taxes and license fees provided a major source of revenue for highway purposes. Until 1929, this source provided the major share of revenue derived from highway users.

The year in which the first registration law was enacted in each State and the type of the registration (whether permanent or recurrent) are given in the table on page 16.

As a measure of ownership density, a comparison of the growth in motor-vehicle registrations with population since 1910 is shown by 5-year intervals in the table on page 29. Two sets of factors are applied in this comparison: (1) The ratio of total population to total vehicles, including private and commercial trucks, buses, and passenger cars; and (2) the ratio of persons 18 years of age and over to automobile registrations.

Accompanying the growth in motor-vehicle registrations has been a corresponding diversity in the registration practices among the States. In general, motor vehicles are classified as automobiles, buses, and trucks. Motorcycles, motor-scooters, and motor-bicycles are not classified as motor vehicles; nor does the general term "motor vehicle" include trailers and semitrailers, although in some States trailers and

semitrailers are bracketed with power units and registered as combinations. In other States, tractors and semitrailers are registered separately. However, there is a long-term trend toward the registration of tractors and semitrailers as combined single units. These and other major differences have made it necessary to supplement the data submitted by the States with information obtained from special studies and other sources. Table MV-200 records registrations of automobiles, buses, and trucks by years since 1900. Table MV-201 shows registrations classified by vehicle types, by States, for each year since 1900.

## MOTOR VEHICLE REVENUES

The tremendous growth of the motor-vehicle population after the turn of the century made itself felt in the mounting pressure to obtain better roads. The available revenues from property taxes and other sources were then inadequate to meet the highway demands. New revenues had to be found and the imposition of motor-vehicle taxes resulted. Table MV-202 records receipts from motor-vehicle registration fees and associated license and permit fees as well as special taxes and fees levied on carriers for hire, since 1901. A detailed classification of receipts is not available for years prior to 1934 but classes of taxes and fees have been segregated beginning with that year.

The trends in motor-vehicle registration and gasoline consumption are charted in figure 1, page 17. Registrations are given beginning with 1905, and gasoline consumption is shown for 1919 and subsequent years.

YEAR IN WHICH MOTOR VEHICLES WERE FIRST REGISTERED

STATE	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	STATE
Alabama		Perennial	-		-	-	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	Alabama
Arizona												Annual	-	-	-	-	-	-	-	-	-	Arizona
Arkansas											Annual	-	-	-	-	-	-	-	-	-	-	Arkansas
California					Perennial	-	-	-	-	-	-	-	-	Annual	-	-	-	-	-	-	-	California
Colorado															-	-	-	-	-	-	-	Colorado
Connecticut																						Connecticut
Delaware			Perennial	-	-	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	-	Delaware
Florida					Perennial	-	Annual	-	-	-	County Annual	-	-	-	-	-	State Annual	-	-	-	-	Florida
Georgia										Annual	-	-	-	-	-	-	-	-	-	-	-	Georgia
Idaho													Annual	-	-	-	-	-	-	-	-	Idaho
Illinois										-	-	-	-	-	-	-	-	-	-	-	-	Illinois
Indiana					Perennial	-	-	-	-	-	Annual	-	Annual	-	-	-	-	-	-	-	-	Indiana
Iowa			Perennial		-	-	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	Iowa
Kansas															-	-	-	-	-	-	-	Kansas
Kentucky														-	-	-	-	-	-	-	-	Kentucky
Louisiana										Annual	-	-	-	-	-	-	-	-	-	-	-	Louisiana
Maine					Perennial	-	-	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	Maine
Maryland			Perennial				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Maryland
Massachusetts					-	-	-	Annual		Annual	-	-	-	-	-	-	-	-	-	-	-	Massachusetts
Michigan					Perennial	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	-	Michigan
Minnesota			Perennial	-	-	Annual	-	-		-	-	Triennial Annual	-	-	-	-	-	-	-	-	Annual	Minnesota
Mississippi													-	-	-	-	-	-	-	-	-	Mississippi
Missouri			Perennial	-	-	-	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	Missouri
Montana					Perennial	-	Annual			-	-	-	Perennial	-	Annual	-	-	-	-	-	-	Montana
Nebraska					Perennial	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	Nebraska
Nevada					Annual	-	-	-		-	-	-	Annual	-	-	-	-	-	-	-	-	Nevada
New Hampshire						-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	New Hampshire
New Jersey		Perennial	-		-	Annual	-	-		-	-	-	-	-	-	-	-	-	-	-	-	New Jersey
New Mexico												Annual	-	-	-	-	-	-	-	-	-	New Mexico
New York	Perennial	-	-	-	-	-		-	-	Annual	-	-	-	-	-	-	-	-	-	-	-	New York
North Carolina							Perennial	-		-	-	-	-	-	-	-	-	-	-	-	-	North Carolina
North Dakota									Annual	-	Annual	-	-	-	-	-	-	-	-	-	-	North Dakota
Ohio						Perennial	-	Annual		-	Annual	-	-	-	-	-	-	-	-	-	-	Ohio
Oklahoma						Perennial	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	Oklahoma
Oregon					Perennial	-	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	Oregon
Pennsylvania			Local Perennial		-	State Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Pennsylvania
Rhode Island				Perennial	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	-	-	Rhode Island
South Carolina						County Perennial	-	-	-	-	-	-	-	-	-	-	Annual	-	-	-	-	South Carolina
South Dakota					Perennial	-	-	-	-	-	-	-	Annual	-	-	-	-	-	-	-	-	South Dakota
Tennessee						Perennial	-	-	-	-	-	-	-	-	Annual	-	-	-	-	-	-	Tennessee
Texas							County Perennial	-	Perennial	-	-	-	-	-	-	-	Annual	-	-	-	-	Texas
Utah										-	-	-	-	-	Annual	-	-	-	-	-	-	Utah
Vermont			Perennial		-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	-	-	Vermont
Virginia						Perennial	-	-	Annual	-	-	-	-	-	-	-	-	-	-	-	-	Virginia
Washington					Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Washington
West Virginia					Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	West Virginia
Wisconsin					Perennial	-	-	-	-	-	Annual	-	-	-	-	-	-	-	-	-	-	Wisconsin
Wyoming			Perennial										Annual	-	-	-	-	-	-	-	-	Wyoming
Dist. of Col.																		Annual				Dist. of Col.



# TREND IN MOTOR-VEHICLE REGISTRATIONS AND MOTOR-FUEL CONSUMPTION 1905 - 1956

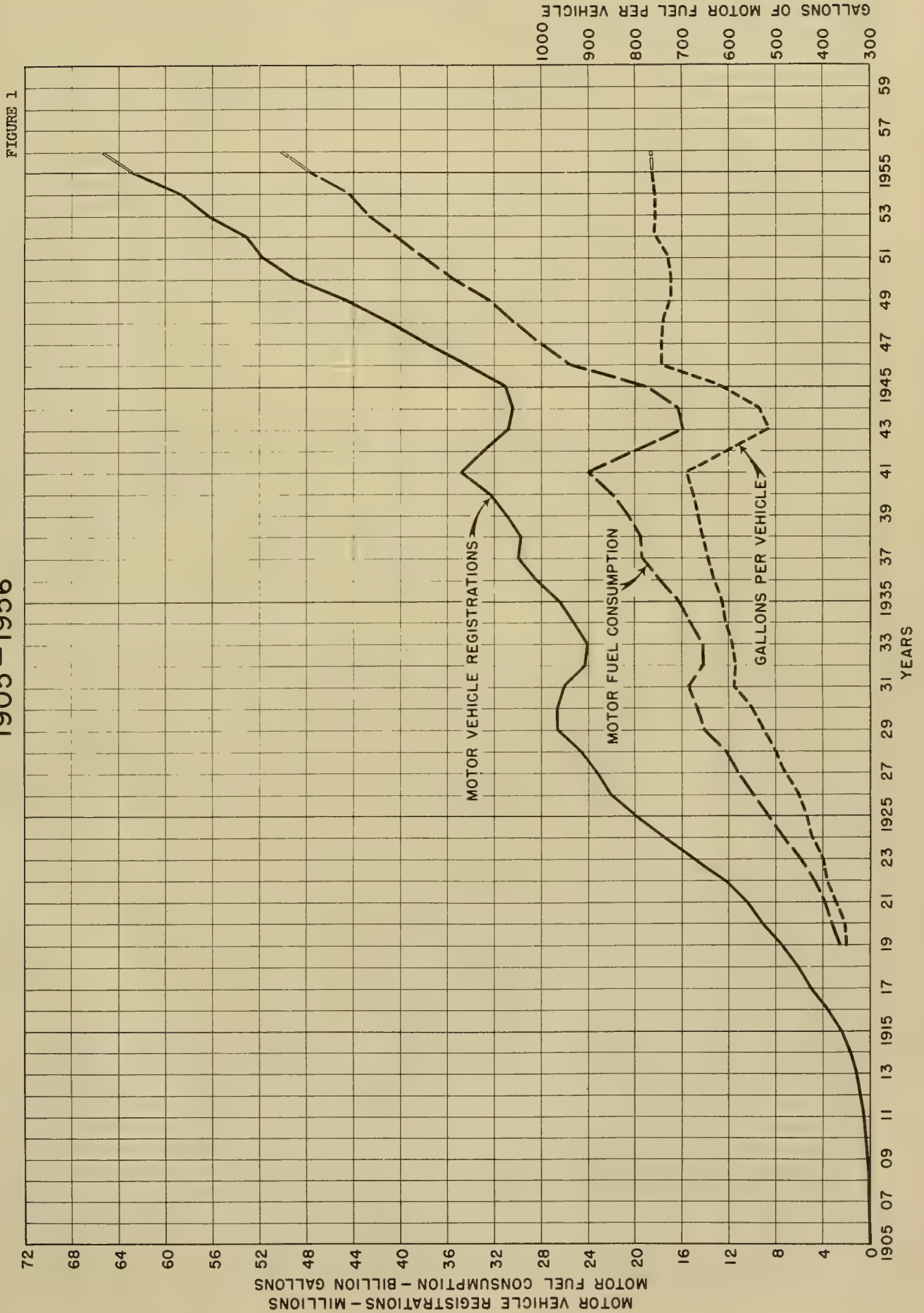


TABLE HW-201  
SHEET 1 OF 10  
ISSUED DECEMBER 1955

MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900-1955

YEAR	SUMMARY					ALABAMA					ARIZONA					ARKANSAS					CALIFORNIA				
	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	
1900	8,000	-	-	8,000	40	-	-	40	20	-	-	20	20	-	-	20	780	-	-	780	780	-	-	780	
1901	14,800	-	-	14,800	60	-	-	60	30	-	-	30	40	-	-	40	1,450	-	-	1,450	1,450	-	-	1,450	
1902	23,000	-	-	23,000	90	-	-	90	50	-	-	50	70	-	-	70	2,250	-	-	2,250	2,250	-	-	2,250	
1903	32,920	-	-	32,920	110	-	-	110	80	-	-	80	80	-	-	80	2,770	-	-	2,770	2,770	-	-	2,770	
1904	54,590	-	700	55,290	220	-	-	220	130	-	-	130	170	-	-	170	5,310	-	-	5,310	5,310	-	70	5,380	
1905	77,400	-	1,400	78,800	300	-	-	300	160	-	-	160	210	-	-	210	7,890	-	-	7,890	7,890	-	130	8,020	
1906	105,900	-	2,000	107,900	430	-	-	430	230	-	-	230	290	-	-	290	11,130	-	-	11,130	11,130	-	230	11,360	
1907	140,300	-	2,900	143,200	520	-	-	520	260	-	-	260	350	-	-	350	13,770	-	-	13,770	13,770	-	280	14,050	
1908	194,400	-	4,000	198,400	760	-	10	770	380	-	-	380	510	-	-	510	19,190	-	-	19,190	19,190	-	370	19,560	
1909	305,950	-	6,050	312,000	1,180	-	20	1,200	580	-	-	580	790	-	-	790	28,040	-	-	28,040	28,040	-	590	28,630	
1910	458,377	-	10,123	468,500	1,740	-	20	1,760	820	-	-	820	1,150	-	-	1,150	43,210	-	-	43,210	43,210	-	910	44,120	
1911	618,727	-	10,773	629,500	2,320	-	70	2,390	1,110	-	-	1,110	1,530	-	-	1,530	58,890	-	-	58,890	58,890	-	1,870	60,760	
1912	901,596	-	42,404	944,000	3,260	-	170	3,430	1,720	-	-	1,720	2,180	-	-	2,180	88,990	-	-	88,990	88,990	-	2,200	91,190	
1913	1,190,393	-	67,667	1,258,060	4,370	-	400	4,770	2,450	-	-	2,450	3,580	-	-	3,580	117,220	-	-	117,220	117,220	-	2,500	119,720	
1914	1,664,003	-	99,015	1,763,018	8,537	-	700	9,157	4,840	-	-	4,840	5,602	-	-	5,602	120,504	-	-	120,504	120,504	-	3,000	123,504	
1915	2,332,426	-	158,506	2,490,932	10,666	-	968	11,634	7,318	-	-	7,318	7,753	-	-	7,753	156,795	-	-	156,795	156,795	-	7,000	163,795	
1916	3,367,889	-	250,048	3,617,937	17,745	-	3,891	21,636	11,600	-	-	11,600	14,700	-	-	14,700	219,140	-	-	219,140	219,140	-	13,000	232,140	
1917	4,727,468	-	391,057	5,118,525	26,952	-	5,921	32,873	18,340	-	-	18,340	28,393	-	-	28,393	289,600	-	-	289,600	289,600	-	25,000	314,600	
1918	5,554,952	-	605,496	6,160,448	37,874	-	9,297	46,171	23,498	-	-	23,498	33,905	-	-	33,905	414,958	-	-	414,958	414,958	-	43,000	458,958	
1919	6,679,133	-	897,755	7,576,888	48,649	-	10,249	58,898	25,199	-	-	25,199	37,780	-	-	37,780	493,450	-	-	493,450	493,450	-	65,000	558,450	
1920	8,131,322	-	1,107,639	9,238,961	61,941	-	12,696	74,637	30,401	-	-	30,401	44,300	-	-	44,300	59,082	-	-	59,082	59,082	-	93,300	98,382	
1921	9,212,158	-	1,281,508	10,493,666	73,296	-	9,110	82,406	31,069	-	-	31,069	44,542	-	-	44,542	67,408	-	-	67,408	67,408	-	110,600	78,408	
1922	10,704,076	-	1,569,523	12,273,599	80,183	-	9,869	90,052	32,134	-	-	32,134	45,900	-	-	45,900	74,696	-	-	74,696	74,696	-	141,800	98,696	
1923	13,253,019	-	1,849,086	15,102,105	112,797	-	13,845	126,642	43,146	-	-	43,146	56,565	-	-	56,565	99,711	-	-	99,711	99,711	-	155,500	115,211	
1924	15,346,102	-	2,176,838	17,522,940	138,574	-	18,688	157,262	50,233	-	-	50,233	77,595	-	-	77,595	129,368	-	-	129,368	129,368	-	180,000	137,368	
1925	17,681,001	-	2,569,734	20,250,735	171,472	-	786	172,258	59,684	-	-	59,684	88,776	-	-	88,776	159,516	-	175	160,212	160,212	-	222,191	182,403	
1926	20,367,967	-	2,907,843	22,275,810	191,091	-	759	191,849	65,304	-	-	65,304	90,202	-	-	90,202	130,476	-	150	131,126	131,126	-	225,071	156,126	
1927	23,253,353	-	3,682,478	26,935,831	211,091	-	824	211,915	72,051	-	-	72,051	97,736	-	-	97,736	174,595	-	149	175,244	175,244	-	224,330	199,574	
1928	21,362,200	-	3,294,409	24,656,609	235,137	-	1,290	236,427	85,941	-	-	85,941	95,838	-	-	95,838	181,332	-	203	181,983	181,983	-	229,174	201,153	
1929	23,120,917	-	3,549,829	26,670,746	247,814	-	1,315	249,129	98,668	-	-	98,668	110,737	-	-	110,737	231,143	-	300	231,782	231,782	-	229,182	202,964	
1930	23,034,753	-	3,674,593	26,709,346	239,220	-	2,511	241,731	98,608	-	-	98,608	115,901	-	-	115,901	231,143	-	325	231,468	231,468	-	244,967	206,435	
1931	22,567,827	-	3,655,835	26,223,662	212,669	-	2,445	215,114	80,577	-	-	80,577	97,278	-	-	97,278	187,415	-	236	188,049	188,049	-	260,980	209,029	
1932	20,901,401	-	3,446,123	24,347,524	194,482	-	2,469	196,951	80,577	-	-	80,577	97,278	-	-	97,278	187,415	-	187	188,520	188,520	-	264,189	202,709	
1933	20,657,257	-	3,447,068	24,104,325	176,836	-	2,453	179,289	75,422	-	-	75,422	95,838	-	-	95,838	187,415	-	306	188,520	188,520	-	239,938	208,858	
1934	21,544,727	-	3,446,611	24,991,338	192,000	-	2,681	194,681	80,317	-	-	80,317	97,278	-	-	97,278	187,415	-	317	188,520	188,520	-	259,587	209,587	
1935	22,567,827	-	3,446,611	26,014,438	204,132	-	2,778	206,910	85,740	-	-	85,740	97,278	-	-	97,278	187,415	-	236	188,520	188,520	-	276,711	215,431	
1936	24,182,662	-	3,446,611	27,629,273	204,237	-	3,243	207,480	95,314	-	-	95,314	106,920	-	-	106,920	167,415	-	310	168,535	168,535	-	291,853	220,433	
1937	25,467,229	-	3,446,611	28,913,840	254,703	-	3,684	258,387	102,684	-	-	102,684	115,901	-	-	115,901	169,447	-	310	170,535	170,535	-	320,664	231,135	
1938	25,250,477	-	3,446,611	28,697,088	254,703	-	3,453	258,156	102,684	-	-	102,684	115,901	-	-	115,901	169,447	-	1,293	170,535	170,535	-	322,847	233,333	
1939	26,226,371	-	3,446,611	29,672,982	263,963	-	3,740	267,703	107,740	-	-	107,740	115,901	-	-	115,901	169,447	-	1,293	170,535	170,535	-	322,847	233,333	
1940	27,465,266	-	4,886,262	32,351,528	274,382	-	3,895	278,277	114,216	-	-	114,216	128,445	-	-	128,445	169,447	-	310	170,535	170,535	-	347,436	237,971	
1941	29,624,269	-	5,180,112	34,804,381	312,376	-	4,292	316,668	118,517	-	-	118,517	140,445	-	-	140,445	169,447	-	1,050	141,495	141,495	-	360,938	242,433	
1942	27,972,837	-	4,726,862	32,699,699	284,237	-	4,565	288,803	114,216	-	-	114,216	140,445	-	-	140,445	169,447	-	1,293	141,495	141,495	-	360,938	242,433	
1943	26,009,073	-	4,726,737	30,735,810	287,378	-	4,565	291,943	114,216	-	-	114,216	140,445	-	-	140,445	169,447	-	1,293	141,495	141,495	-	360,938	242,433	
1944	25,566,464	-	4,760,250	30,326,714	284,237	-	5,180	289,417	114,216	-	-	114,216	140,445	-	-	140,445	169,447	-	1,293	14					



MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900 - 1955

Motor Vehicles

YEAR	COLORADO				CONNECTICUT				DELAWARE				FLORIDA				GEORGIA			
	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL
1900	90	-	-	90	160	-	-	160	30	-	-	30	10	-	-	10	80	-	-	80
1901	150	-	-	150	300	-	-	300	40	-	-	40	20	-	-	20	150	-	-	150
1902	240	-	-	240	470	-	-	470	60	-	-	60	30	-	-	30	230	-	-	230
1903	290	-	-	290	570	-	-	570	70	-	-	70	40	-	-	40	280	-	-	280
1904	560	-	-	560	1,090	-	10	1,100	150	-	-	150	90	-	-	90	530	-	-	530
1905	790	-	10	800	1,690	-	30	1,720	190	-	-	190	100	-	-	100	770	-	10	780
1906	1,120	-	20	1,140	2,430	-	50	2,480	270	-	-	270	150	-	-	150	1,090	-	20	1,110
1907	1,360	-	30	1,390	2,720	-	60	2,780	330	-	-	330	190	-	-	190	1,300	-	30	1,330
1908	2,010	-	40	2,050	4,030	-	90	4,120	490	-	-	490	300	-	-	300	1,930	-	40	1,970
1909	3,130	-	60	3,190	6,260	-	120	6,380	750	-	-	750	450	-	10	460	2,990	-	60	3,050
1910	4,390	-	90	4,480	9,200	-	180	9,380	940	-	-	940	660	-	20	680	4,400	-	90	4,490
1911	6,110	-	130	6,240	12,260	-	380	12,640	1,340	-	-	1,340	880	-	30	910	5,870	-	190	6,060
1912	8,600	-	420	9,020	17,250	-	-	18,530	1,650	-	80	1,730	1,940	-	90	2,030	12,950	-	620	13,570
1913	12,480	-	660	13,140	19,120	-	-	20,960	2,160	-	190	2,350	2,470	-	110	2,580	16,480	-	710	17,190
1914	16,856	-	900	17,756	26,145	-	-	29,113	2,750	-	300	3,050	3,168	-	200	3,368	20,115	-	800	20,915
1915	27,251	-	1,643	28,894	33,675	-	-	35,318	4,552	-	500	5,052	10,000	-	850	10,850	24,000	-	1,000	25,000
1916	41,296	-	2,000	43,296	48,289	-	-	50,289	6,302	-	800	7,102	19,518	-	1,200	20,718	44,025	-	2,000	46,025
1917	61,600	-	2,400	64,000	68,723	-	-	71,123	9,500	-	1,200	10,700	25,000	-	2,000	27,000	66,824	-	3,000	70,324
1918	78,244	-	5,000	83,244	81,549	-	-	86,549	11,155	-	3,080	14,235	30,942	-	5,031	35,973	99,676	-	5,000	104,676
1919	94,665	-	10,200	104,865	108,556	-	-	118,756	13,072	-	3,080	16,152	48,594	-	6,806	23,038	127,000	-	10,000	137,000
1920	113,755	-	15,500	129,255	134,952	-	-	150,452	14,600	-	3,700	18,300	63,466	-	10,448	28,748	134,000	-	12,000	146,000
1921	128,239	-	17,500	145,739	150,029	-	-	167,529	17,213	-	4,200	21,413	83,111	-	14,846	36,257	118,476	-	13,500	131,976
1922	142,868	-	19,500	162,368	167,055	-	-	186,555	21,984	-	4,700	26,684	96,942	-	19,228	46,910	126,498	-	16,925	143,423
1923	166,256	-	22,700	188,956	195,608	-	-	218,308	24,709	-	5,268	30,037	128,704	-	23,531	53,568	151,420	-	22,469	173,889
1924	187,647	-	25,600	213,247	218,562	-	-	244,162	29,075	-	6,061	35,136	160,936	-	34,192	69,328	181,413	-	26,275	207,688
1925	205,565	-	31,530	237,095	242,644	-	-	274,174	32,657	-	7,836	40,493	178,185	-	50,039	90,522	218,271	-	32,278	250,549
1926	212,865	-	36,944	249,809	252,644	-	-	289,588	38,177	-	8,894	47,071	203,033	-	71,731	118,762	242,691	-	37,378	280,069
1927	229,910	-	39,875	269,785	273,711	-	-	313,586	41,346	-	9,446	50,792	237,516	-	63,460	114,252	263,404	-	39,946	303,350
1928	243,109	-	43,164	286,273	291,355	-	-	334,519	44,909	-	10,420	55,329	289,810	-	58,150	113,479	278,673	-	42,981	321,654
1929	260,054	-	45,592	305,646	308,307	-	-	353,907	47,177	-	10,731	57,908	303,033	-	59,316	117,349	289,810	-	49,861	339,676
1930	283,831	-	52,008	335,839	337,055	-	-	389,080	51,724	-	11,258	62,982	327,917	-	54,192	117,604	311,425	-	49,510	360,935
1931	298,802	-	56,143	354,945	357,632	-	-	413,777	55,003	-	10,593	65,596	346,676	-	58,150	117,604	334,863	-	48,756	383,619
1932	240,498	-	48,573	289,071	270,605	-	-	319,176	43,517	-	9,712	53,229	248,608	-	40,735	83,963	246,694	-	45,035	291,729
1933	283,738	-	45,976	329,714	285,925	-	-	375,901	42,856	-	9,243	52,099	234,110	-	48,271	92,384	260,047	-	47,158	307,165
1934	230,288	-	47,586	277,874	295,881	-	-	343,467	45,061	-	10,233	55,294	279,697	-	48,011	96,408	246,047	-	48,282	294,929
1935	238,898	-	49,508	288,406	308,729	-	-	358,237	47,107	-	10,557	57,664	298,876	-	48,011	96,408	246,047	-	48,282	294,929
1936	265,308	-	55,010	320,318	338,531	-	-	393,541	49,809	-	10,929	60,738	322,860	-	51,575	102,311	289,810	-	48,011	337,821
1937	281,851	-	56,797	338,648	368,827	-	-	425,625	53,513	-	11,268	64,781	347,988	-	54,192	102,311	311,425	-	48,011	359,436
1938	277,669	-	59,109	336,778	370,180	-	-	429,289	55,003	-	10,929	66,932	357,191	-	54,192	102,311	311,425	-	48,011	359,436
1939	286,680	-	60,957	347,637	370,180	-	-	430,137	57,002	-	11,593	68,595	370,191	-	54,192	102,311	311,425	-	48,011	359,436
1940	293,684	-	63,415	357,099	388,212	-	-	451,627	58,150	-	10,929	69,079	384,312	-	54,192	102,311	311,425	-	48,011	359,436
1941	307,795	-	66,421	374,216	412,301	-	-	478,722	60,456	-	12,304	72,760	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1942	297,616	-	66,785	364,401	405,212	-	-	471,924	57,665	-	11,516	69,181	384,312	-	54,192	102,311	311,425	-	48,011	359,436
1943	277,559	-	70,139	347,698	399,050	-	-	469,189	59,977	-	11,516	71,503	384,312	-	54,192	102,311	311,425	-	48,011	359,436
1944	264,044	-	63,415	327,459	374,301	-	-	437,702	58,150	-	12,304	70,454	384,312	-	54,192	102,311	311,425	-	48,011	359,436
1945	271,120	-	66,618	337,738	384,004	-	-	450,642	59,977	-	12,304	72,282	384,312	-	54,192	102,311	311,425	-	48,011	359,436
1946	268,717	-	66,618	335,335	384,004	-	-	450,642	59,977	-	12,304	72,282	384,312	-	54,192	102,311	311,425	-	48,011	359,436
1947	328,468	-	99,433	427,901	429,594	-	-	529,027	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1948	356,281	-	111,330	467,611	469,545	-	-	579,086	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1949	387,517	-	120,348	507,865	509,676	-	-	630,342	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1950	432,221	-	129,573	561,794	564,210	-	-	693,983	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1951	458,124	-	138,901	597,025	601,611	-	-	739,512	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1952	475,424	-	143,745	619,169	621,627	-	-	762,372	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1953	496,978	-	149,111	646,089	648,441	-	-	797,590	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1954	523,651	-	155,981	679,632	682,325	-	-	838,306	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436
1955	566,909	-	167,443	734,352	737,408	-	-	884,811	63,258	-	16,953	80,211	400,910	-	54,192	102,311	311,425	-	48,011	359,436

TABLE MV-201  
SHEET 3 OF 10  
ISSUED DECEMBER 1956

# MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900-1955

YEAR	IDAHO				ILLINOIS				INDIANA				IOWA				KANSAS			
	AUTO- MOBILES	BUSES	TRUCKS	TOTAL	AUTO- MOBILES	BUSES	TRUCKS	TOTAL	AUTO- MOBILES	BUSES	TRUCKS	TOTAL	AUTO- MOBILES	BUSES	TRUCKS	TOTAL	AUTO- MOBILES	BUSES	TRUCKS	TOTAL
1900	10	-	-	10	600	-	-	600	170	-	-	170	40	-	-	40	220	-	-	220
1901	10	-	-	10	1,120	-	-	1,120	320	-	-	320	60	-	-	60	370	-	-	370
1902	20	-	-	20	1,770	-	-	1,770	610	-	-	610	80	-	-	80	500	-	-	500
1903	30	-	-	30	2,140	-	-	2,140	610	-	-	610	100	-	-	100	700	-	-	700
1904	70	-	-	70	4,140	-	50	4,140	1,180	-	10	1,180	150	-	40	190	1,330	-	-	1,330
1905	80	-	-	80	6,060	-	100	6,160	1,610	-	30	1,640	730	-	70	800	1,750	-	30	1,750
1906	120	-	-	120	8,520	-	170	8,690	2,420	-	30	2,450	900	-	120	1,020	2,750	-	60	2,810
1907	140	-	-	140	10,310	-	220	10,530	2,930	-	60	2,990	1,790	-	160	1,950	3,330	-	70	3,400
1908	220	-	-	220	15,590	-	290	15,880	4,330	-	80	4,410	2,970	-	200	3,170	4,940	-	90	5,030
1909	320	-	-	320	23,770	-	460	24,230	6,740	-	130	6,870	5,200	-	310	7,180	7,660	-	140	7,800
1910	460	-	10	470	35,560	-	700	36,260	9,910	-	420	10,330	9,930	-	480	10,410	10,270	-	220	10,490
1911	630	-	20	650	36,810	-	1,460	38,270	13,210	-	420	13,630	28,980	-	1,020	30,000	15,020	-	470	15,490
1912	1,370	-	60	1,430	65,910	-	2,100	68,010	29,120	-	1,420	30,540	44,990	-	2,200	47,190	21,140	-	1,060	22,200
1913	2,010	-	70	2,080	91,800	-	2,850	94,650	37,080	-	1,970	39,050	72,480	-	2,990	75,070	38,680	-	1,210	39,890
1914	3,266	-	80	3,346	128,140	-	3,000	131,140	64,000	-	2,500	66,500	103,087	-	3,000	106,087	47,374	-	1,500	49,374
1915	6,966	-	145	7,071	173,832	-	7,000	180,832	92,915	-	4,000	96,915	140,109	-	5,000	145,109	70,020	-	2,500	72,520
1916	12,479	-	500	12,999	238,429	-	10,000	248,429	133,065	-	6,000	139,065	191,587	-	7,000	198,587	108,122	-	4,000	112,122
1917	23,771	-	960	24,731	328,292	-	12,000	340,292	184,194	-	8,000	192,194	244,562	-	9,500	254,062	153,343	-	6,000	160,343
1918	30,289	-	2,000	32,289	364,680	-	25,000	389,680	212,160	-	15,000	227,160	282,313	-	16,000	298,313	178,163	-	11,000	189,163
1919	38,680	-	3,540	42,220	424,638	-	53,000	478,638	205,155	-	21,500	227,655	340,243	-	23,000	350,243	212,600	-	16,000	228,600
1920	46,611	-	4,290	50,861	504,290	-	64,674	568,964	300,286	-	32,841	333,067	407,578	-	29,800	437,378	273,159	-	21,000	294,159
1921	46,935	-	4,359	51,294	583,441	-	60,031	643,472	337,025	-	33,317	400,342	430,678	-	31,596	462,274	287,691	-	21,648	289,339
1922	49,353	-	4,461	53,814	682,290	-	99,076	781,366	413,410	-	56,529	469,949	503,725	-	35,019	538,968	303,725	-	23,469	327,194
1923	57,200	-	5,179	62,379	847,005	-	122,321	969,326	511,114	-	73,228	584,342	536,245	-	35,963	620,305	375,058	-	25,656	375,694
1924	61,600	-	7,627	69,227	978,148	-	140,808	1,118,956	566,736	-	84,969	651,705	576,704	-	44,674	618,378	370,951	-	39,940	410,891
1925	62,691	-	8,002	70,693	1,103,026	-	144,112	1,247,138	698,513	-	97,579	739,093	649,178	-	47,442	686,535	410,701	-	48,597	459,298
1926	66,750	-	9,296	76,046	1,157,127	-	178,763	1,335,890	665,651	-	108,025	778,072	649,178	-	52,651	701,831	442,134	-	51,251	493,695
1927	91,738	-	10,934	102,672	1,255,750	-	188,834	1,444,584	697,897	-	115,868	818,027	650,232	-	56,333	707,231	448,083	-	59,545	504,545
1928	97,389	-	12,205	109,594	1,315,389	-	195,076	1,510,465	707,180	-	115,670	828,877	673,532	-	63,398	796,270	472,718	-	63,643	536,361
1929	104,634	-	14,611	119,245	1,412,906	-	207,869	1,620,775	741,427	-	123,284	881,713	716,062	-	72,171	788,233	508,331	-	75,675	584,006
1930	104,635	-	15,538	120,173	1,430,809	-	211,314	1,642,123	747,892	-	125,296	879,600	707,399	-	75,111	782,510	512,238	-	85,343	597,581
1931	96,388	-	16,470	112,858	1,412,908	-	208,257	1,621,165	733,356	-	127,107	867,095	670,972	-	81,597	782,649	479,587	-	82,895	562,482
1932	82,334	-	15,382	97,716	1,311,363	-	186,980	1,498,343	675,942	-	119,620	802,039	668,976	-	78,459	687,470	433,769	-	74,777	508,546
1933	81,713	-	16,518	98,231	1,278,521	-	194,422	1,472,943	684,471	-	114,381	775,462	663,807	-	73,417	637,524	446,658	-	75,731	522,389
1934	91,367	-	19,799	111,166	1,283,549	-	183,365	1,466,914	681,299	-	121,233	809,130	582,158	-	79,562	671,937	453,970	-	79,277	533,491
1935	77,258	-	23,569	100,827	1,341,819	-	194,528	1,536,347	718,752	-	130,985	896,636	619,522	-	84,786	704,521	474,134	-	83,644	558,028
1936	107,516	-	27,752	135,268	1,458,153	-	212,657	1,670,810	768,120	-	135,955	911,470	645,596	-	88,452	734,360	491,913	-	91,006	583,219
1937	113,975	-	30,612	144,587	1,555,932	-	224,015	1,779,947	816,551	-	138,814	962,966	659,174	-	92,322	752,027	494,448	-	97,471	592,268
1938	110,080	-	30,555	140,635	1,566,665	-	226,170	1,792,835	795,965	-	136,671	930,146	652,018	-	94,943	747,272	477,367	-	102,062	579,777
1939	122,136	-	34,230	156,366	1,625,493	-	236,596	1,862,089	824,987	-	136,011	968,853	673,162	-	100,429	773,981	476,735	-	103,334	590,463
1940	130,024	-	36,537	166,561	1,708,190	-	231,161	1,939,351	858,734	-	142,569	1,008,925	692,493	-	109,923	802,804	481,687	-	107,059	588,984
1941	135,027	-	38,903	173,930	1,825,652	-	234,514	2,060,166	930,695	-	150,479	1,087,648	717,321	-	116,281	834,103	504,886	-	113,646	619,210
1942	122,415	-	37,549	160,445	1,748,807	-	232,569	1,981,376	901,037	-	145,040	1,054,040	658,422	-	110,289	769,187	505,943	-	119,423	626,194
1943	113,506	-	38,041	151,547	1,593,433	-	219,653	1,813,086	850,068	-	138,843	997,429	615,437	-	102,716	720,764	487,657	-	118,574	607,136
1944	112,458	-	38,015	150,473	1,519,217	-	214,930	1,734,147	806,018	-	142,569	951,209	597,757	-	103,980	703,898	477,009	-	121,137	599,150
1945	124,465	-	41,029	165,494	1,508,834	-	222,021	1,730,855	831,067	-	151,419	990,359	590,650	-	107,568	700,870	476,744	-	129,194	606,860
1946	124,678	-	40,470	165,148	1,614,804	-	229,947	1,844,751	856,644	-	146,812	1,075,252	624,759	-	121,402	749,188	477,708	-	135,279	615,821
1947	140,877	-	50,507	191,384	1,753,065	-	288,940	2,042,005	892,888	-	158,122	1,160,392	629,306	-	124,824	825,361	477,919	-	146,770	704,952
1948	157,780	-	70,373	228,153	1,905,040	-	314,110	2,219,153	1,014,755	-	158,122	1,239,029	736,046	-	138,258	897,755	572,607	-	158,719	758,149
1949	174,916	-	68,186	243,102	2,077,286	-	325,378	2,402,664	1,101,697	-	174,748	1,339,914	809,365	-	147,562	988,924	619,163	-	175,279	815,821
1950	196,410	-	75,322	271,732	2,266,934	-	358,378	2,625,312	1,150,968	-	174,748	1,339,914	809,365	-	147,562	988,924	619,163	-	175,279	815,821
1951	201,458	-	69,919	271,377	2,406,080	-	373,825	2,779,905	1,247,869	-	188,131	1,513,025	898,131	-	158,235	1,000,191	678,130	-	188,131	898,131
1952	209,199	-	87,833	297,032	2,463,890	-	408,988	2,872,878	1,260,635	-	188,131	1,513,025	898,131	-	158,235	1,000,191	678,130	-	188,131	898,131
1953	219,546	-	91,051	310,597	2,590,313	-	438,542	3,028,855	1,386,571	-	207,337	1,610,751	913,272	-	162,571	1,125,551	696,360	-	203,098	921,476
1954	225,465	-	94,941	320,406	2,693,698	-	463,659	3,157,357	1,450,174	-	212,710	1,622,430	926,386	-	171,011	1,143,441	759,088	-	230,457	959,077
1955	242,027	-	96,967	338,994	2,850,029	-	486,943	3,336,972	1,591,633	-	230,017	1,762,750	970,590	-	191,101	1,194,864	795,720	-	250,084	1,044,764



TABLE MV-203  
SHEET OF 10  
ISSUED DECEMBER 1956

MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900 - 1955

YEAR	KENTUCKY				LOUISIANA				MAINE				MARYLAND				MASSACHUSETTS			
	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL
1900	40	-	-	40	60	-	-	60	70	-	-	70	80	-	-	80	640	-	-	640
1901	80	-	-	80	120	-	-	120	130	-	-	130	160	-	-	160	1,090	-	-	1,090
1902	130	-	-	130	190	-	-	190	210	-	-	210	250	-	-	250	1,730	-	-	1,730
1903	160	-	-	160	230	-	-	230	250	-	-	250	300	-	-	300	2,080	-	-	2,080
1904	330	-	-	330	440	-	-	440	480	-	-	480	590	-	-	590	3,810	-	-	3,810
1905	450	-	-	450	630	-	-	630	690	-	-	690	840	-	-	840	4,880	-	-	4,880
1906	640	-	-	640	880	-	-	880	970	-	-	970	1,260	-	-	1,260	6,510	-	-	6,510
1907	780	-	-	780	1,060	-	-	1,060	1,170	-	-	1,170	1,450	-	-	1,450	16,310	-	-	16,310
1908	1,150	-	-	1,150	1,570	-	-	1,570	1,740	-	-	1,740	2,160	-	-	2,160	17,630	-	-	17,630
1909	1,800	-	-	1,800	2,440	-	-	2,440	2,750	-	-	2,750	3,350	-	-	3,350	23,270	-	-	23,270
1910	2,680	-	-	2,680	3,580	-	-	3,580	3,960	-	-	3,960	4,940	-	-	4,940	30,590	-	-	30,590
1911	3,520	-	-	3,520	4,790	-	-	4,790	5,290	-	-	5,290	6,740	-	-	6,740	37,100	-	-	37,100
1912	4,950	-	-	4,950	6,720	-	-	6,720	7,440	-	-	7,440	8,900	-	-	8,900	47,440	-	-	47,440
1913	5,940	-	-	5,940	8,290	-	-	8,290	9,260	-	-	9,260	10,680	-	-	10,680	58,040	-	-	58,040
1914	11,166	-	-	11,166	15,600	-	-	15,600	17,080	-	-	17,080	18,260	-	-	18,260	69,010	-	-	69,010
1915	18,500	-	-	18,500	25,000	-	-	25,000	28,980	-	-	28,980	31,545	-	-	31,545	90,673	-	-	90,673
1916	29,500	-	-	29,500	31,500	-	-	31,500	35,395	-	-	35,395	40,747	-	-	40,747	118,455	-	-	118,455
1917	47,420	-	-	47,420	56,894	-	-	56,894	64,117	-	-	64,117	73,987	-	-	73,987	147,310	-	-	147,310
1918	59,884	-	-	59,884	70,804	-	-	70,804	80,339	-	-	80,339	92,924	-	-	92,924	160,486	-	-	160,486
1919	80,903	-	-	80,903	95,000	-	-	95,000	107,630	-	-	107,630	124,542	-	-	124,542	205,372	-	-	205,372
1920	99,437	-	-	99,437	112,683	-	-	112,683	129,801	-	-	129,801	148,489	-	-	148,489	223,112	-	-	223,112
1921	110,602	-	-	110,602	125,227	-	-	125,227	141,465	-	-	141,465	162,907	-	-	162,907	235,939	-	-	235,939
1922	136,627	-	-	136,627	154,021	-	-	154,021	177,885	-	-	177,885	201,611	-	-	201,611	259,533	-	-	259,533
1923	177,834	-	-	177,834	198,317	-	-	198,317	224,339	-	-	224,339	259,292	-	-	259,292	278,824	-	-	278,824
1924	206,829	-	-	206,829	229,801	-	-	229,801	266,950	-	-	266,950	304,729	-	-	304,729	324,712	-	-	324,712
1925	235,459	-	-	235,459	265,931	-	-	265,931	304,729	-	-	304,729	340,200	-	-	340,200	368,715	-	-	368,715
1926	295,000	-	-	295,000	331,597	-	-	331,597	381,111	-	-	381,111	437,511	-	-	437,511	468,111	-	-	468,111
1927	362,742	-	-	362,742	409,627	-	-	409,627	468,111	-	-	468,111	537,511	-	-	537,511	592,461	-	-	592,461
1928	472,559	-	-	472,559	531,136	-	-	531,136	604,149	-	-	604,149	687,511	-	-	687,511	733,269	-	-	733,269
1929	581,801	-	-	581,801	662,595	-	-	662,595	754,111	-	-	754,111	854,111	-	-	854,111	924,111	-	-	924,111
1930	692,142	-	-	692,142	784,111	-	-	784,111	894,111	-	-	894,111	1,004,111	-	-	1,004,111	1,094,111	-	-	1,094,111
1931	804,111	-	-	804,111	914,111	-	-	914,111	1,024,111	-	-	1,024,111	1,134,111	-	-	1,134,111	1,244,111	-	-	1,244,111
1932	914,111	-	-	914,111	1,024,111	-	-	1,024,111	1,134,111	-	-	1,134,111	1,244,111	-	-	1,244,111	1,354,111	-	-	1,354,111
1933	1,024,111	-	-	1,024,111	1,134,111	-	-	1,134,111	1,244,111	-	-	1,244,111	1,354,111	-	-	1,354,111	1,464,111	-	-	1,464,111
1934	1,134,111	-	-	1,134,111	1,244,111	-	-	1,244,111	1,354,111	-	-	1,354,111	1,464,111	-	-	1,464,111	1,574,111	-	-	1,574,111
1935	1,244,111	-	-	1,244,111	1,354,111	-	-	1,354,111	1,464,111	-	-	1,464,111	1,574,111	-	-	1,574,111	1,684,111	-	-	1,684,111
1936	1,354,111	-	-	1,354,111	1,464,111	-	-	1,464,111	1,574,111	-	-	1,574,111	1,684,111	-	-	1,684,111	1,794,111	-	-	1,794,111
1937	1,464,111	-	-	1,464,111	1,574,111	-	-	1,574,111	1,684,111	-	-	1,684,111	1,794,111	-	-	1,794,111	1,904,111	-	-	1,904,111
1938	1,574,111	-	-	1,574,111	1,684,111	-	-	1,684,111	1,794,111	-	-	1,794,111	1,904,111	-	-	1,904,111	2,014,111	-	-	2,014,111
1939	1,684,111	-	-	1,684,111	1,794,111	-	-	1,794,111	1,904,111	-	-	1,904,111	2,014,111	-	-	2,014,111	2,124,111	-	-	2,124,111
1940	1,794,111	-	-	1,794,111	1,904,111	-	-	1,904,111	2,014,111	-	-	2,014,111	2,124,111	-	-	2,124,111	2,234,111	-	-	2,234,111
1941	1,904,111	-	-	1,904,111	2,014,111	-	-	2,014,111	2,124,111	-	-	2,124,111	2,234,111	-	-	2,234,111	2,344,111	-	-	2,344,111
1942	2,014,111	-	-	2,014,111	2,124,111	-	-	2,124,111	2,234,111	-	-	2,234,111	2,344,111	-	-	2,344,111	2,454,111	-	-	2,454,111
1943	2,124,111	-	-	2,124,111	2,234,111	-	-	2,234,111	2,344,111	-	-	2,344,111	2,454,111	-	-	2,454,111	2,564,111	-	-	2,564,111
1944	2,234,111	-	-	2,234,111	2,344,111	-	-	2,344,111	2,454,111	-	-	2,454,111	2,564,111	-	-	2,564,111	2,674,111	-	-	2,674,111
1945	2,344,111	-	-	2,344,111	2,454,111	-	-	2,454,111	2,564,111	-	-	2,564,111	2,674,111	-	-	2,674,111	2,784,111	-	-	2,784,111
1946	2,454,111	-	-	2,454,111	2,564,111	-	-	2,564,111	2,674,111	-	-	2,674,111	2,784,111	-	-	2,784,111	2,894,111	-	-	2,894,111
1947	2,564,111	-	-	2,564,111	2,674,111	-	-	2,674,111	2,784,111	-	-	2,784,111	2,894,111	-	-	2,894,111	3,004,111	-	-	3,004,111
1948	2,674,111	-	-	2,674,111	2,784,111	-	-	2,784,111	2,894,111	-	-	2,894,111	3,004,111	-	-	3,004,111	3,114,111	-	-	3,114,111
1949	2,784,111	-	-	2,784,111	2,894,111	-	-	2,894,111	3,004,111	-	-	3,004,111	3,114,111	-	-	3,114,111	3,224,111	-	-	3,224,111
1950	2,894,111	-	-	2,894,111	3,004,111	-	-	3,004,111	3,114,111	-	-	3,114,111	3,224,111	-	-	3,224,111	3,334,111	-	-	3,334,111
1951	3,004,111	-	-	3,004,111	3,114,111	-	-	3,114,111	3,224,111	-	-	3,224,111	3,334,111	-	-	3,334,111	3,444,111	-	-	3,444,111
1952	3,114,111	-	-	3,114,111	3,224,111	-	-	3,224,111	3,334,111	-	-	3,334,111	3,444,111	-	-	3,444,111	3,554,111	-	-	3,554,111
1953	3,224,111	-	-	3,224,111	3,334,111	-	-	3,334,111	3,444,111	-	-	3,444,111	3,554,111	-	-	3,554,111	3,664,111	-	-	3,664,111
1954	3,334,111	-	-	3,334,111	3,444,111	-	-	3,444,111	3,554,111	-	-	3,554,111	3,664,111	-	-	3,664,111	3,774,111	-	-	3,774,111
1955	3,444,111	-	-	3,444,111	3,554,111	-	-	3,554,111	3,664,111	-	-	3,664,111	3,774,111	-	-	3,774,111	3,884,111	-	-	3,884,111

TABLE MV-201  
STREET 5 OF 10  
ISSUED DECEMBER 1956

# MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900-1955

YEAR	MICHIGAN				MINNESOTA				MISSISSIPPI				MISSOURI				MONTANA			
	AUTO- MOBILES	BUSES	TRUCKS	TOTAL	AUTO- MOBILES	BUSES	TRUCKS	TOTAL	AUTO- MOBILES	BUSES	TRUCKS	TOTAL	AUTO- MOBILES	BUSES	TRUCKS	TOTAL	AUTO- MOBILES	BUSES	TRUCKS	TOTAL
1900	360	-	-	360	260	-	-	260	20	-	-	20	180	-	-	180	20	-	-	20
1901	660	-	-	660	480	-	-	480	40	-	-	40	330	-	-	330	40	-	-	40
1902	1,040	-	-	1,040	760	-	-	760	50	-	-	50	640	-	-	640	50	-	-	50
1903	1,250	-	-	1,250	920	-	-	920	70	-	-	70	640	-	-	640	70	-	-	70
1904	2,330	-	40	2,370	1,750	-	30	1,780	190	-	-	190	1,210	-	20	1,230	140	-	-	140
1905	3,550	-	60	3,610	2,580	-	50	2,630	260	-	-	260	2,260	-	40	2,300	180	-	-	180
1906	4,970	-	100	5,070	3,630	-	30	3,710	360	-	-	360	3,190	-	70	3,260	250	-	-	250
1907	6,000	-	150	6,150	4,390	-	100	4,490	440	-	-	440	3,850	-	90	3,940	300	-	-	300
1908	8,890	-	170	9,060	6,510	-	120	6,630	690	-	-	690	5,700	-	110	5,810	450	-	-	450
1909	14,030	-	240	14,270	10,220	-	190	10,410	1,010	-	-	1,010	8,750	-	20	8,910	700	-	-	700
1910	20,270	-	400	20,670	14,850	-	300	15,150	1,400	-	-	1,400	12,400	-	260	12,670	1,010	-	-	1,010
1911	27,140	-	850	27,990	19,810	-	620	20,430	1,970	-	-	1,970	16,400	-	50	16,940	1,360	-	-	1,360
1912	38,030	-	2,420	40,450	27,860	-	1,110	28,970	2,780	-	-	2,780	23,430	-	1,360	24,790	1,920	-	-	1,920
1913	44,810	-	2,950	47,760	36,130	-	1,340	37,470	3,170	-	-	3,170	31,440	-	1,870	33,310	2,540	-	-	2,540
1914	72,389	-	4,000	76,389	66,362	-	1,500	67,862	5,494	-	-	5,494	51,968	-	2,500	54,468	3,900	-	-	3,900
1915	102,645	-	8,000	110,645	90,769	-	2,500	93,269	9,269	-	-	9,269	72,462	-	4,000	76,462	5,269	-	-	5,269
1916	148,635	-	11,447	160,082	124,000	-	4,000	128,000	24,000	-	-	24,000	96,587	-	7,000	103,587	22,270	-	-	22,270
1917	226,698	-	20,313	247,011	187,000	-	5,000	192,000	35,000	-	-	35,000	136,588	-	9,000	145,588	36,000	-	-	36,000
1918	253,698	-	26,317	280,015	214,168	-	18,400	232,568	56,000	-	-	56,000	171,040	-	17,000	188,040	46,273	-	-	46,273
1919	288,708	-	37,105	325,813	241,341	-	18,400	259,741	56,000	-	-	56,000	220,163	-	24,200	244,363	52,607	-	-	52,607
1920	366,946	-	45,771	412,717	301,166	-	23,000	324,166	68,166	-	-	68,166	286,748	-	30,200	316,948	54,888	-	-	54,888
1921	426,984	-	50,033	477,017	399,100	-	34,375	433,475	67,430	-	-	67,430	311,236	-	35,600	346,836	61,000	-	-	61,000
1922	518,558	-	72,312	590,870	504,322	-	39,235	543,557	73,000	-	-	73,000	430,315	-	40,700	471,015	73,700	-	-	73,700
1923	659,412	-	72,312	731,724	599,404	-	48,783	648,187	98,186	-	-	98,186	501,208	-	60,400	561,608	98,588	-	-	98,588
1924	784,778	-	83,909	868,687	684,829	-	58,000	742,829	122,829	-	-	122,829	589,356	-	72,500	661,856	122,829	-	-	122,829
1925	886,710	-	106,139	992,849	784,849	-	67,430	852,279	154,425	-	-	154,425	684,408	-	81,500	765,908	154,425	-	-	154,425
1926	971,662	-	153,541	1,125,203	899,286	-	72,400	971,686	184,472	-	-	184,472	771,212	-	90,400	861,612	184,472	-	-	184,472
1927	1,000,759	-	160,683	1,161,442	955,614	-	82,880	1,038,494	196,622	-	-	196,622	830,330	-	101,400	931,730	196,622	-	-	196,622
1928	1,086,727	-	169,819	1,256,546	1,045,829	-	91,512	1,137,341	237,317	-	-	237,317	900,000	-	120,500	1,020,500	237,317	-	-	237,317
1929	1,221,681	-	182,436	1,404,117	1,154,119	-	101,803	1,255,922	256,043	-	-	256,043	1,000,000	-	130,000	1,130,000	256,043	-	-	256,043
1930	1,462,810	-	175,208	1,638,018	1,338,018	-	110,386	1,448,404	268,404	-	-	268,404	1,180,000	-	140,000	1,320,000	268,404	-	-	268,404
1931	1,081,100	-	160,402	1,241,502	1,041,502	-	110,918	1,152,420	231,502	-	-	231,502	920,000	-	120,000	1,040,000	231,502	-	-	231,502
1932	1,014,789	-	132,970	1,147,759	981,994	-	104,665	1,086,659	187,241	-	-	187,241	899,000	-	102,800	1,001,800	187,241	-	-	187,241
1933	958,511	-	131,205	1,089,716	908,896	-	102,742	1,011,638	171,049	-	-	171,049	830,000	-	90,000	920,000	171,049	-	-	171,049
1934	1,028,543	-	133,879	1,162,422	994,623	-	108,106	1,102,729	196,523	-	-	196,523	906,000	-	100,000	1,006,000	196,523	-	-	196,523
1935	1,115,150	-	136,500	1,251,650	1,041,650	-	110,532	1,152,182	231,650	-	-	231,650	920,000	-	100,000	1,020,000	231,650	-	-	231,650
1936	1,237,712	-	151,151	1,388,863	1,151,151	-	119,681	1,270,832	231,151	-	-	231,151	1,039,681	-	120,000	1,159,681	231,151	-	-	231,151
1937	1,362,643	-	159,125	1,521,768	1,251,768	-	123,810	1,375,578	227,954	-	-	227,954	1,147,624	-	120,000	1,267,624	227,954	-	-	227,954
1938	1,272,971	-	159,727	1,432,698	1,212,698	-	121,692	1,334,390	211,049	-	-	211,049	1,123,341	-	120,000	1,243,341	211,049	-	-	211,049
1939	1,329,490	-	159,727	1,489,217	1,272,228	-	125,459	1,397,687	246,827	-	-	246,827	1,151,860	-	120,000	1,271,860	246,827	-	-	246,827
1940	1,404,948	-	165,472	1,570,420	1,317,272	-	130,131	1,447,403	287,272	-	-	287,272	1,160,131	-	120,000	1,280,131	287,272	-	-	287,272
1941	1,544,614	-	162,990	1,707,604	1,454,604	-	134,720	1,589,324	319,924	-	-	319,924	1,269,404	-	120,000	1,389,404	319,924	-	-	319,924
1942	1,457,398	-	156,657	1,614,055	1,457,398	-	128,142	1,585,540	229,256	-	-	229,256	1,356,284	-	120,000	1,476,284	229,256	-	-	229,256
1943	1,379,523	-	151,332	1,530,855	1,379,523	-	119,293	1,498,816	212,054	-	-	212,054	1,286,762	-	120,000	1,406,762	212,054	-	-	212,054
1944	1,340,246	-	152,835	1,493,081	1,272,228	-	118,714	1,390,942	253,555	-	-	253,555	1,137,387	-	120,000	1,257,387	253,555	-	-	253,555
1945	1,307,938	-	162,994	1,470,932	1,272,228	-	119,939	1,392,167	252,964	-	-	252,964	1,137,203	-	120,000	1,257,203	252,964	-	-	252,964
1946	1,405,421	-	156,657	1,562,078	1,405,421	-	136,161	1,541,582	269,161	-	-	269,161	1,272,421	-	120,000	1,392,421	269,161	-	-	269,161
1947	1,602,459	-	161,701	1,764,160	1,454,160	-	154,257	1,608,417	299,995	-	-	299,995	1,308,417	-	120,000	1,428,417	299,995	-	-	299,995
1948	1,747,275	-	251,468	1,998,743	1,697,743	-	173,564	1,871,307	324,307	-	-	324,307	1,547,000	-	120,000	1,667,000	324,307	-	-	324,307
1949	1,915,302	-	266,949	2,182,251	1,915,302	-	188,190	2,103,492	327,190	-	-	327,190	1,776,302	-	120,000	1,896,302	327,190	-	-	327,190
1950	2,119,977	-	304,925	2,424,902	2,119,977	-	199,013	2,318,990	356,985	-	-	356,985	2,000,000	-	120,000	2,120,000	356,985	-	-	356,985
1951	2,223,594	-	321,015	2,544,609	2,223,594	-	200,896	2,424,490	366,601	-	-	366,601	2,060,889	-	120,000	2,180,889	366,601	-	-	366,601
1952	2,229,775	-	326,115	2,555,890	2,229,775	-	215,661	2,445,436	366,601	-	-	366,601	2,080,833	-	120,000	2,200,833	366,601	-	-	366,601
1953	2,426,155	-	366,776	2,792,931	2,426,155	-	223,302	2,649,457	389,457	-	-	389,457	2,260,000	-	120,000	2,380,000	389,457	-	-	389,457
1954	2,482,363	-	351,337	2,833,700	2,482,363	-	231,460	2,713,823	392,823	-	-	392,823	2,327,000	-	120,000	2,447,000	392,823	-	-	392,823
1955	2,733,358	-	369,375	3,102,733	2,733,358	-	240,622	2,973,980	431,534	-	-	431,534	2,542,447	-	120,000	2,662,447	431,534	-	-	431,534



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## MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900-1955

YEAR	NEBRASKA					NEVADA					NEW HAMPSHIRE					NEW JERSEY					NEW MEXICO				
	AUTO- MOBILES	BUSES	TRUCKS	TOTAL		AUTO- MOBILES	BUSES	TRUCKS	TOTAL		AUTO- MOBILES	BUSES	TRUCKS	TOTAL		AUTO- MOBILES	BUSES	TRUCKS	TOTAL		AUTO- MOBILES	BUSES	TRUCKS	TOTAL	
1900	60	-	-	60		10	-	-	10		50	-	-	50		300	-	-	300		10	-	-	10	
1901	116	-	-	116		10	-	-	10		50	-	-	50		500	-	-	500		10	-	-	10	
1902	188	-	-	188		20	-	-	20		150	-	-	150		930	-	-	930		20	-	-	20	
1903	228	-	-	228		30	-	-	30		180	-	-	180		1,120	-	-	1,120		30	-	-	30	
1904	430	-	-	430		60	-	-	60		360	-	-	360		2,190	-	-	2,190		60	-	-	60	
1905	560	-	-	560		70	-	-	70		500	-	-	500		3,640	-	-	3,640		80	-	-	80	
1906	1,070	-	-	1,070		110	-	-	110		700	-	-	700		4,550	-	-	4,550		120	-	-	120	
1907	1,870	-	-	1,870		130	-	-	130		1,260	-	-	1,260		6,120	-	-	6,120		140	-	-	140	
1908	4,150	-	90	4,240		210	-	-	210		1,980	-	-	1,980		8,120	-	-	8,120		220	-	-	220	
1909	7,010	-	140	7,150		310	-	-	310		2,740	-	-	2,740		12,630	-	-	12,630		320	-	-	320	
1910	11,100	-	240	11,340		450	-	-	450		3,510	-	-	3,510		16,520	-	-	16,520		460	-	-	460	
1911	17,930	-	570	18,500		610	-	-	610		4,530	-	-	4,530		24,970	-	-	24,970		620	-	-	620	
1912	22,920	-	1,020	23,940		960	-	-	960		5,870	-	-	5,870		35,410	-	-	35,410		870	-	-	870	
1913	24,280	-	1,340	25,620		1,010	-	-	1,010		6,760	-	-	6,760		43,960	-	-	43,960		1,560	-	-	1,560	
1914	39,429	-	1,500	40,929		1,437	-	-	1,437		9,570	-	-	9,570		56,961	-	-	56,961		4,377	-	-	4,377	
1915	57,000	-	2,000	59,000		1,909	-	-	1,909		13,449	-	-	13,449		81,848	-	-	81,848		6,706	-	-	6,706	
1916	98,200	-	3,000	101,200		4,672	-	-	4,672		15,508	-	-	15,508		109,414	-	-	109,414		11,787	-	-	11,787	
1917	144,101	-	4,000	148,101		6,885	-	-	6,885		22,267	-	-	22,267		141,918	-	-	141,918		15,250	-	-	15,250	
1918	165,374	-	8,000	173,374		7,659	-	-	7,659		24,817	-	-	24,817		155,519	-	-	155,519		16,130	-	-	16,130	
1919	198,000	-	12,000	210,000		8,665	-	-	8,665		31,625	-	-	31,625		190,873	-	-	190,873		15,634	-	-	15,634	
1920	200,000	-	19,000	219,000		9,664	-	-	9,664		34,680	-	-	34,680		227,737	-	-	227,737		14,670	-	-	14,670	
1921	219,781	-	18,923	238,704		10,000	-	-	10,000		44,125	-	-	44,125		273,121	-	-	273,121		18,959	-	-	18,959	
1922	233,658	-	22,996	256,654		10,997	-	-	10,997		48,546	-	-	48,546		342,473	-	-	342,473		17,900	-	-	17,900	
1923	259,382	-	26,671	286,053		13,699	-	-	13,699		60,275	-	-	60,275		431,202	-	-	431,202		26,732	-	-	26,732	
1924	277,449	-	31,266	308,715		16,236	-	-	16,236		71,929	-	-	71,929		504,470	-	-	504,470		35,380	-	-	35,380	
1925	302,028	-	37,773	339,761		18,245	-	-	18,245		81,827	-	-	81,827		595,950	-	-	595,950		42,450	-	-	42,450	
1926	338,347	-	29,617	367,964		19,470	-	-	19,470		89,371	-	-	89,371		657,580	-	-	657,580		47,809	-	-	47,809	
1927	342,748	-	32,480	375,228		20,591	-	-	20,591		96,351	-	-	96,351		719,593	-	-	719,593		51,323	-	-	51,323	
1928	358,471	167	34,290	392,928		21,924	-	-	21,924		103,611	-	-	103,611		765,687	-	-	765,687		56,887	-	-	56,887	
1929	376,117	221	43,272	419,610		23,501	-	-	23,501		109,375	-	-	109,375		840,392	-	-	840,392		67,253	-	-	67,253	
1930	387,686	277	59,748	447,711		23,594	-	-	23,594		112,717	-	-	112,717		861,383	-	-	861,383		70,907	-	-	70,907	
1931	356,552	215	61,134	417,701		25,069	-	-	25,069		112,117	-	-	112,117		878,624	-	-	878,624		65,791	-	-	65,791	
1932	322,873	220	53,853	376,946		24,966	-	-	24,966		105,955	-	-	105,955		724,933	-	-	724,933		62,517	-	-	62,517	
1933	336,927	267	52,777	389,971		25,580	-	-	25,580		108,749	-	-	108,749		762,417	-	-	762,417		61,911	-	-	61,911	
1934	350,480	279	52,565	403,324		26,105	-	-	26,105		114,147	-	-	114,147		780,892	-	-	780,892		67,438	-	-	67,438	
1935	347,436	179	61,090	408,802		28,151	-	-	28,151		118,138	-	-	118,138		899,690	-	-	899,690		74,752	-	-	74,752	
1936	353,550	262	62,802	416,614		30,955	-	-	30,955		123,282	-	-	123,282		954,080	-	-	954,080		86,436	-	-	86,436	
1937	351,287	333	64,415	416,035		32,658	-	-	32,658		127,025	-	-	127,025		1,006,261	-	-	1,006,261		91,305	-	-	91,305	
1938	342,795	280	67,703	410,778		30,989	-	-	30,989		125,552	-	-	125,552		1,013,485	-	-	1,013,485		90,177	-	-	90,177	
1939	344,324	319	66,551	411,194		32,905	-	-	32,905		132,546	-	-	132,546		1,040,712	-	-	1,040,712		92,546	-	-	92,546	
1940	348,102	323	68,264	416,689		35,571	-	-	35,571		136,771	-	-	136,771		1,100,319	-	-	1,100,319		95,704	-	-	95,704	
1941	355,036	375	72,058	427,509		38,846	-	-	38,846		142,835	-	-	142,835		1,178,438	-	-	1,178,438		97,923	-	-	97,923	
1942	347,248	640	73,797	421,685		40,506	-	-	40,506		129,318	-	-	129,318		1,233,786	-	-	1,233,786		86,803	-	-	86,803	
1943	335,065	705	72,053	407,823		40,877	-	-	40,877		125,391	-	-	125,391		1,022,017	-	-	1,022,017		80,856	-	-	80,856	
1944	327,524	779	73,533	401,836		37,574	-	-	37,574		120,850	-	-	120,850		1,002,838	-	-	1,002,838		82,852	-	-	82,852	
1945	331,595	877	77,355	409,817		36,715	-	-	36,715		130,574	-	-	130,574		1,031,495	-	-	1,031,495		87,813	-	-	87,813	
1946	351,574	914	88,259	439,593		39,593	-	-	39,593		144,594	-	-	144,594		1,137,693	-	-	1,137,693		97,764	-	-	97,764	
1947	371,159	1,073	99,691	471,923		45,057	-	-	45,057		153,294	-	-	153,294		1,233,946	-	-	1,233,946		113,968	-	-	113,968	
1948	395,949	1,153	112,564	509,666		47,925	-	-	47,925		160,449	-	-	160,449		1,442,449	-	-	1,442,449		127,612	-	-	127,612	
1949	421,682	1,155	121,180	544,017		52,666	-	-	52,666		167,327	-	-	167,327		1,595,409	-	-	1,595,409		140,761	-	-	140,761	
1950	442,834	1,076	125,987	569,497		59,148	-	-	59,148		172,339	-	-	172,339		1,579,181	-	-	1,579,181		173,265	-	-	173,265	
1951	468,651	1,141	138,692	608,484		65,299	-	-	65,299		180,162	-	-	180,162		1,695,304	-	-	1,695,304		187,658	-	-	187,658	
1952	473,735	1,175	144,783	619,693		71,019	-	-	71,019		181,497	-	-	181,497		1,746,068	-	-	1,746,068		197,891	-	-	197,891	
1953	482,413	1,288	148,095	631,796		80,634	-	-	80,634		192,228	-	-	192,228		1,836,914	-	-	1,836,914		220,270	-	-	220,270	
1954	485,548	1,449	149,973	636,990		87,436	-	-	87,436		201,967	-	-	201,967		1,928,077	-	-	1,928,077		227,036	-	-	227,036	
1955	505,239	1,575	155,216	662,030		94,505	-	-	94,505		212,452	-	-	212,452		2,060,963	-	-	2,060,963		251,587	-	-	251,587	

## Motor Vehicles

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## MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900-1955

YEAR	NEW YORK					NORTH CAROLINA					NORTH DAKOTA					OHIO					OKLAHOMA				
	AUTO-MOBILES	BUSES	TRUCKS	TOTAL		AUTO-MOBILES	BUSES	TRUCKS	TOTAL		AUTO-MOBILES	BUSES	TRUCKS	TOTAL		AUTO-MOBILES	BUSES	TRUCKS	TOTAL		AUTO-MOBILES	BUSES	TRUCKS	TOTAL	
1900	500	-	-	500		50	-	-	50		80	-	-	80		480	-	-	480		10	-	-	10	
1901	954	-	-	954		100	-	-	100		150	-	-	150		880	-	-	880		20	-	-	20	
1902	1,082	-	-	1,082		160	-	-	160		230	-	-	230		1,390	-	-	1,390		30	-	-	30	
1903	6,412	-	-	6,412		190	-	-	190		280	-	-	280		1,680	-	-	1,680		40	-	-	40	
1904	6,720	-	80	6,800		370	-	-	370		530	-	-	530		3,240	-	40	3,280		80	-	-	80	
1905	9,070	-	160	9,230		550	-	-	550		790	-	-	790		4,740	-	120	4,860		100	-	-	100	
1906	11,510	-	240	11,750		780	-	-	780		1,130	-	-	1,130		6,670	-	160	6,830		150	-	-	150	
1907	13,710	-	280	13,990		930	-	-	930		1,360	-	-	1,360		8,060	-	180	8,240		190	-	-	190	
1908	15,170	-	310	15,480		1,380	-	-	1,380		2,010	-	-	2,010		10,650	-	220	10,870		290	-	-	290	
1909	21,600	-	460	22,060		2,150	-	-	2,150		3,130	-	-	3,130		17,920	-	480	18,400		460	-	-	460	
1910	21,340	-	1,370	22,710		3,160	-	-	3,160		4,600	-	-	4,600		23,210	-	730	23,940		650	-	-	650	
1911	21,370	-	2,600	23,970		4,220	-	-	4,220		5,920	-	-	5,920		24,240	-	1,550	25,790		1,240	-	-	1,240	
1912	102,540	-	4,720	107,260		5,940	-	-	5,940		8,620	-	-	8,620		60,350	-	2,780	63,130		2,900	-	-	2,900	
1913	124,160	-	10,230	134,390		8,250	-	-	8,250		12,520	-	-	12,520		81,160	-	5,000	86,160		3,000	-	-	3,000	
1914	150,840	-	17,325	168,165		14,177	-	-	14,177		17,247	-	-	17,247		116,504	-	6,000	122,504		3,300	-	-	3,300	
1915	231,831	-	23,411	255,242		20,200	-	-	20,200		24,708	-	-	24,708		170,332	-	11,000	181,332		24,532	-	-	24,532	
1916	279,119	-	35,103	314,222		32,404	-	-	32,404		40,046	-	-	40,046		234,431	-	18,000	252,431		51,718	-	-	51,718	
1917	350,614	-	55,402	406,016		53,950	-	-	53,950		56,393	-	-	56,393		320,772	-	26,000	346,772		98,199	-	-	98,199	
1918	383,979	-	77,527	461,506		67,313	-	-	67,313		70,578	-	-	70,578		367,775	-	47,000	414,775		117,500	-	-	117,500	
1919	446,593	-	119,218	565,811		99,885	-	-	99,885		81,571	-	-	81,571		444,431	-	66,600	511,031		138,500	-	-	138,500	
1920	550,804	-	125,401	676,205		127,405	-	-	127,405		88,540	-	-	88,540		538,090	-	83,300	621,390		204,300	-	-	204,300	
1921	663,478	-	148,553	812,031		134,884	-	-	134,884		96,080	-	-	96,080		622,044	-	98,590	720,634		221,300	-	-	221,300	
1922	816,435	-	185,858	1,002,293		163,600	-	-	163,600		182,550	-	-	182,550		740,884	-	117,832	858,716		236,659	-	-	236,659	
1923	1,001,974	-	205,985	1,207,959		226,288	-	-	226,288		105,979	-	-	105,979		927,200	-	141,900	1,069,100		288,424	-	-	288,424	
1924	1,181,127	-	236,012	1,417,139		276,148	-	-	276,148		112,664	-	-	112,664		1,076,800	-	164,800	1,241,600		342,856	-	-	342,856	
1925	1,346,565	-	287,421	1,633,986		312,595	-	-	312,595		133,835	-	-	133,835		1,481,494	-	172,207	1,653,701		426,731	-	-	426,731	
1926	1,508,445	-	316,048	1,824,493		353,622	-	-	353,622		145,517	-	-	145,517		1,298,138	-	192,323	1,490,461		450,809	-	-	450,809	
1927	1,624,974	-	323,378	1,948,352		391,861	-	-	391,861		144,921	-	-	144,921		1,377,889	-	204,439	1,582,328		438,703	-	-	438,703	
1928	1,761,266	-	335,005	2,096,271		420,142	-	-	420,142		151,881	-	-	151,881		1,454,591	-	207,490	1,662,081		466,528	-	-	466,528	
1929	1,923,736	-	355,301	2,279,037		432,616	-	-	432,616		168,498	-	-	168,498		1,563,766	-	215,757	1,779,523		511,537	-	-	511,537	
1930	2,058,760	-	356,366	2,415,126		464,680	-	-	464,680		175,527	-	-	175,527		1,585,671	-	202,230	1,787,901		524,546	-	-	524,546	
1931	2,193,143	-	347,939	2,541,082		468,697	-	-	468,697		142,710	-	-	142,710		1,562,862	-	187,553	1,750,415		429,365	-	-	429,365	
1932	2,352,866	-	353,446	2,706,312		506,215	-	-	506,215		168,573	-	-	168,573		1,668,201	-	179,976	1,848,177		461,528	-	-	461,528	
1933	2,496,647	-	332,596	2,829,243		536,271	-	-	536,271		183,939	-	-	183,939		1,693,819	-	170,804	1,864,623		497,815	-	-	497,815	
1934	2,674,051	-	319,743	2,993,794		534,334	-	-	534,334		188,487	-	-	188,487		1,656,869	-	173,254	1,830,123		506,006	-	-	506,006	
1935	2,853,872	-	327,882	3,181,754		568,335	-	-	568,335		194,847	-	-	194,847		1,707,927	-	187,553	1,895,480		517,931	-	-	517,931	
1936	2,933,785	-	340,932	3,274,717		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1937	3,058,586	-	310,932	3,369,518		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1938	3,232,866	-	310,932	3,543,798		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1939	3,422,866	-	310,932	3,733,798		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1940	3,607,954	-	310,932	3,918,886		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1941	3,811,055	-	310,932	4,121,987		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1942	4,011,055	-	310,932	4,321,987		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1943	4,211,055	-	310,932	4,521,987		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1944	4,411,055	-	310,932	4,721,987		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1945	4,611,055	-	310,932	4,921,987		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1946	4,811,055	-	310,932	5,121,987		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1947	5,011,055	-	310,932	5,321,987		586,486	-	-	586,486		207,490	-	-	207,490		1,733,924	-	187,553	1,921,477		524,546	-	-	524,546	
1948	5,211,055	-	310,932	5,521,987		586,486																			



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## MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900-1955

YEAR	OREGON				PENNSYLVANIA				RHODE ISLAND				SOUTH CAROLINA				SOUTH DAKOTA			
	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL	AUTO-MOBILES	BUSES	TRUCKS	TOTAL
1900	80	-	-	80	1,480	-	-	1,480	130	-	-	130	40	-	-	40	50	-	-	50
1901	160	-	-	160	2,750	-	-	2,750	260	-	-	260	70	-	-	70	100	-	-	100
1902	260	-	-	260	4,370	-	-	4,370	410	-	-	410	110	-	-	110	170	-	-	170
1903	320	-	-	320	5,280	-	-	5,280	500	-	-	500	130	-	-	130	200	-	-	200
1904	610	-	-	610	7,580	-	150	7,580	960	-	-	960	250	-	-	250	380	-	-	380
1905	900	-	10	910	9,130	-	30	9,130	1,400	-	30	1,430	360	-	-	360	550	-	10	560
1906	1,270	-	20	1,290	10,950	-	320	10,950	1,960	-	40	2,000	520	-	-	520	770	-	50	820
1907	1,540	-	40	1,580	14,050	-	400	14,050	2,370	-	50	2,420	650	-	10	660	940	-	20	960
1908	2,270	-	50	2,320	19,580	-	510	20,090	3,770	-	60	3,830	960	-	20	3,850	1,390	-	30	1,420
1909	3,140	-	70	3,210	24,350	-	650	24,950	5,600	-	80	5,680	1,500	-	30	1,530	2,170	-	40	2,210
1910	2,210	-	200	2,410	31,750	-	1,073	32,820	7,790	-	120	7,910	2,200	-	90	2,250	3,180	-	60	3,240
1911	6,940	-	220	7,160	41,167	-	2,113	43,280	14,280	-	200	14,480	2,940	-	90	14,680	4,240	-	130	4,370
1912	9,770	-	440	10,210	54,386	-	3,834	58,220	8,730	-	630	9,360	6,670	-	450	14,030	9,350	-	240	9,590
1913	11,520	-	1,000	12,520	70,583	-	8,317	78,900	11,033	-	1,298	12,331	13,200	-	600	25,531	11,910	-	300	12,210
1914	14,862	-	1,582	16,447	93,757	-	14,097	107,854	14,733	-	1,629	16,362	14,000	-	1,000	30,362	20,929	-	400	20,969
1915	22,585	-	1,000	23,585	141,087	-	19,050	160,137	14,733	-	1,629	16,362	14,000	-	1,000	30,362	20,929	-	600	28,724
1916	31,917	-	2,000	33,917	202,017	-	28,561	230,578	18,551	-	2,855	21,406	23,000	-	2,000	44,406	43,271	-	1,000	44,271
1917	45,632	-	3,000	48,632	280,958	-	45,049	326,007	30,567	-	6,779	37,046	33,332	-	3,000	70,332	65,158	-	2,000	67,158
1918	57,424	-	5,000	62,424	332,465	-	63,005	395,470	29,178	-	8,339	36,218	49,492	-	6,000	85,710	85,521	-	5,000	90,521
1919	74,132	-	9,000	83,132	384,737	-	97,380	482,117	36,494	-	9,339	44,833	61,143	-	9,000	106,143	97,993	-	6,635	104,628
1920	103,790	-	11,600	115,390	468,302	-	101,862	570,164	40,914	-	9,563	50,477	87,343	-	6,500	93,843	112,589	-	7,806	120,395
1921	102,988	-	15,200	118,188	573,020	-	120,689	693,709	44,915	-	9,693	54,608	83,097	-	6,856	99,953	110,997	-	8,277	119,274
1922	116,729	-	17,500	134,229	683,287	-	151,050	834,337	53,307	-	12,776	66,083	88,121	-	7,231	95,352	116,144	-	9,097	125,241
1923	145,494	-	20,500	165,994	880,711	-	167,461	1,048,172	62,382	-	13,930	76,312	116,193	-	11,598	127,791	121,164	-	10,536	131,700
1924	169,629	-	23,000	192,629	1,050,465	-	178,302	1,228,845	78,235	-	17,247	95,482	147,143	-	15,172	162,315	151,190	-	11,206	142,396
1925	199,510	-	27,050	226,560	1,152,268	-	205,499	1,357,767	84,307	-	19,332	111,420	163,190	-	16,107	169,876	154,437	-	14,465	168,902
1926	206,668	-	29,903	236,571	1,268,173	-	217,155	1,466,696	91,723	-	19,613	121,032	181,752	-	18,888	182,950	158,404	-	15,016	192,156
1927	212,965	-	32,138	245,103	1,357,993	-	230,395	1,566,527	98,830	-	19,613	138,957	180,032	-	19,596	206,698	179,177	-	17,368	190,772
1928	217,657	-	37,104	254,761	1,424,128	-	242,608	1,633,928	106,118	-	20,027	126,521	193,829	-	20,451	219,042	171,334	-	21,226	192,560
1929	236,668	-	33,226	270,894	1,519,387	-	225,949	1,745,336	118,395	-	20,589	135,003	205,237	-	21,133	233,815	181,794	-	23,682	205,476
1930	232,070	-	31,805	263,875	1,544,899	-	237,527	1,775,252	116,644	-	20,258	137,461	191,794	-	1,070	221,173	180,461	-	25,910	206,473
1931	243,746	-	37,104	280,850	1,531,978	-	229,395	1,764,147	118,194	-	20,229	138,957	180,032	-	998	206,698	169,778	-	24,478	194,349
1932	255,372	-	36,948	292,320	1,453,262	-	226,608	1,633,960	114,875	-	19,161	134,574	156,573	-	864	179,726	142,842	-	20,635	163,563
1933	208,440	-	35,065	243,505	1,415,456	-	232,423	1,653,693	118,395	-	18,917	137,725	144,896	-	22,289	166,180	146,800	-	24,012	170,889
1934	233,778	-	42,809	276,587	1,466,393	-	242,968	1,709,361	124,062	-	19,377	143,942	181,752	-	23,958	206,704	146,482	-	25,435	171,797
1935	232,331	-	46,412	278,743	1,516,448	-	242,968	1,764,914	130,171	-	19,377	150,043	205,805	-	1,156	200,021	147,646	-	26,415	181,176
1936	279,361	-	58,892	338,253	1,626,730	-	256,056	1,888,401	140,467	-	19,743	160,692	243,173	-	3,063	283,412	158,633	-	29,787	188,492
1937	300,910	-	61,996	362,906	1,738,776	-	260,771	1,999,547	148,682	-	20,048	169,168	250,294	-	4,461	293,301	156,323	-	30,351	170,889
1938	298,839	-	64,502	363,341	1,731,698	-	279,237	1,997,371	149,732	-	20,374	170,517	243,173	-	4,461	293,301	156,323	-	30,351	170,889
1939	308,536	-	67,774	376,310	1,803,943	-	266,595	2,076,017	155,436	-	20,849	176,738	269,655	-	3,216	300,560	159,477	-	32,224	191,979
1940	327,360	-	72,873	400,233	1,884,019	-	278,529	2,162,548	166,901	-	21,984	189,339	290,261	-	5,079	343,293	163,793	-	34,307	198,403
1941	355,469	-	79,945	435,414	2,016,962	-	285,622	2,302,684	170,359	-	21,975	193,986	336,100	-	2,716	396,023	166,166	-	34,307	198,403
1942	343,797	-	79,817	423,614	1,894,230	-	279,237	2,173,467	167,222	-	22,137	189,368	300,050	-	3,216	334,705	154,872	-	34,307	198,403
1943	333,460	-	79,799	413,259	1,766,689	-	269,265	1,983,205	151,670	-	20,849	176,738	278,245	-	53,439	334,446	147,646	-	36,677	184,163
1944	333,429	-	82,174	415,603	1,615,144	-	275,300	1,928,074	152,044	-	21,087	173,966	283,790	-	55,315	342,115	143,255	-	37,336	180,991
1945	332,648	-	120,213	452,861	1,681,964	-	275,300	1,928,074	156,214	-	21,087	173,966	283,790	-	55,315	342,115	143,255	-	37,336	180,991
1946	362,352	-	103,860	466,212	1,681,964	-	275,300	1,928,074	156,214	-	21,087	173,966	283,790	-	55,315	342,115	143,255	-	37,336	180,991
1947	407,805	-	121,466	529,271	1,594,155	-	275,300	1,928,074	156,214	-	21,087	173,966	283,790	-	55,315	342,115	143,255	-	37,336	180,991
1948	451,451	-	126,213	577,664	1,594,155	-	275,300	1,928,074	156,214	-	21,087	173,966	283,790	-	55,315	342,115	143,255	-	37,336	180,991
1949	500,670	-	128,918	629,588	1,594,155	-	275,300	1,928,074	156,214	-	21,087	173,966	283,790	-	55,315	342,115	143,255	-	37,336	180,991
1950	548,918	-	137,897	686,815	1,594,155	-	275,300	1,928,074	156,214	-	21,087	173,966	283,790	-						

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MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900-1955

YEAR	TENNESSEE					TEXAS					UTAH					VERMONT					VIRGINIA				
	AUTO- MOBILES	BUSES	TRUCKS	TOTAL		AUTO- MOBILES	BUSES	TRUCKS	TOTAL		AUTO- MOBILES	BUSES	TRUCKS	TOTAL		AUTO- MOBILES	BUSES	TRUCKS	TOTAL		AUTO- MOBILES	BUSES	TRUCKS	TOTAL	
1900	40	-	-	40		180	-	-	180		20	-	-	20		30	-	-	30		40	-	-	40	
1901	70	-	-	70		230	-	-	230		40	-	-	40		70	-	-	70		90	-	-	90	
1902	110	-	-	110		360	-	-	360		70	-	-	70		110	-	-	110		150	-	-	150	
1903	130	-	-	130		440	-	-	440		80	-	-	80		130	-	-	130		180	-	-	180	
1904	260	-	-	260		830	-	-	830		160	-	-	160		250	-	-	250		350	-	-	350	
1905	370	-	-	370		1,230	-	-	1,230		240	-	-	240		360	-	-	360		500	-	-	500	
1906	530	-	-	530		1,710	-	-	1,710		330	-	-	330		520	-	-	520		720	-	-	720	
1907	630	-	-	630		2,080	-	-	2,080		400	-	-	400		630	-	-	630		890	-	-	890	
1908	950	-	-	950		3,090	-	-	3,090		580	-	-	580		930	-	-	930		1,290	-	-	1,290	
1909	1,480	-	-	1,480		4,790	-	-	4,790		910	-	-	910		1,440	-	-	1,440		2,040	-	-	2,040	
1910	2,190	-	-	2,190		7,040	-	-	7,040		1,320	-	-	1,320		2,140	-	-	2,140		2,950	-	-	2,950	
1911	2,950	-	-	2,950		9,400	-	-	9,400		1,400	-	-	1,400		2,890	-	-	2,890		3,940	-	-	3,940	
1912	6,470	-	-	6,470		20,710	-	-	20,710		1,500	-	-	1,500		2,620	-	-	2,620		4,200	-	-	4,200	
1913	8,250	-	-	8,250		26,160	-	-	26,160		1,620	-	-	1,620		2,760	-	-	2,760		5,090	-	-	5,090	
1914	19,669	-	-	19,669		59,000	-	-	59,000		2,103	-	-	2,103		2,253	-	-	2,253		5,475	-	-	5,475	
1915	25,000	-	-	25,000		73,000	-	-	73,000		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1916	27,500	-	-	27,500		80,000	-	-	80,000		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1917	34,000	-	-	34,000		100,000	-	-	100,000		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1918	56,100	-	-	56,100		167,961	-	-	167,961		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1919	71,122	-	-	71,122		211,118	-	-	211,118		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1920	90,214	-	-	90,214		264,433	-	-	264,433		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1921	102,795	-	-	102,795		315,110	-	-	315,110		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1922	119,319	-	-	119,319		356,291	-	-	356,291		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1923	154,181	-	-	154,181		449,938	-	-	449,938		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1924	183,891	-	-	183,891		540,433	-	-	540,433		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1925	221,707	-	-	221,707		640,433	-	-	640,433		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1926	264,263	-	-	264,263		794,976	-	-	794,976		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1927	269,113	-	-	269,113		821,125	-	-	821,125		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1928	294,376	-	-	294,376		882,332	-	-	882,332		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1929	331,282	-	-	331,282		946,476	-	-	946,476		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1930	330,978	-	-	330,978		997,984	-	-	997,984		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1931	317,262	-	-	317,262		1,087,787	-	-	1,087,787		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1932	268,017	-	-	268,017		1,061,420	-	-	1,061,420		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1933	279,136	-	-	279,136		1,166,765	-	-	1,166,765		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1934	299,370	-	-	299,370		1,284,534	-	-	1,284,534		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1935	310,520	-	-	310,520		1,359,618	-	-	1,359,618		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1936	349,806	-	-	349,806		1,428,284	-	-	1,428,284		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1937	342,104	-	-	342,104		1,561,572	-	-	1,561,572		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1938	337,634	-	-	337,634		1,639,172	-	-	1,639,172		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1939	357,032	-	-	357,032		1,715,916	-	-	1,715,916		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1940	380,210	-	-	380,210		1,813,362	-	-	1,813,362		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1941	428,077	-	-	428,077		1,945,003	-	-	1,945,003		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1942	371,041	-	-	371,041		2,033,855	-	-	2,033,855		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1943	394,312	-	-	394,312		2,127,068	-	-	2,127,068		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1944	377,612	-	-	377,612		2,275,654	-	-	2,275,654		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1945	423,314	-	-	423,314		2,428,734	-	-	2,428,734		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1946	478,160	-	-	478,160		2,592,464	-	-	2,592,464		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1947	521,438	-	-	521,438		2,759,996	-	-	2,759,996		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1948	584,588	-	-	584,588		2,931,360	-	-	2,931,360		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1949	672,996	-	-	672,996		3,081,111	-	-	3,081,111		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1950	707,123	-	-	707,123		3,246,013	-	-	3,246,013		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1951	791,153	-	-	791,153		3,438,638	-	-	3,438,638		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1952	793,790	-	-	793,790		3,645,808	-	-	3,645,808		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1953	851,080	-	-	851,080		3,881,951	-	-	3,881,951		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1954	890,443	-	-	890,443		4,118,185	-	-	4,118,185		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	
1955	925,292	-	-	925,292		4,358,424	-	-	4,358,424		2,577	-	-	2,577		2,836	-	-	2,836		6,177	-	-	6,177	



**MOTOR VEHICLE REGISTRATION IN THE UNITED STATES BY STATES, 1900-1955**

TABLE WT-201  
SHEET 10 OF 10  
ISSUED DECEMBER 1956

**Motor Vehicles**

27

YEAR	WASHINGTON					WEST VIRGINIA					WISCONSIN					WYOMING					DISTRICT OF COLUMBIA				
	AUTO-MOBILES	BUSES	TRUCKS	TOTAL		AUTO-MOBILES	BUSES	TRUCKS	TOTAL		AUTO-MOBILES	BUSES	TRUCKS	TOTAL		AUTO-MOBILES	BUSES	TRUCKS	TOTAL		AUTO-MOBILES	BUSES	TRUCKS	TOTAL	
1900	130	-	-	130		20	-	-	20		160	-	-	160		10	-	-	10		80	-	-	80	
1901	230	-	-	230		40	-	-	40		320	-	-	320		10	-	-	10		190	-	-	190	
1902	360	-	-	360		60	-	-	60		500	-	-	500		10	-	-	10		300	-	-	300	
1903	440	-	-	440		70	-	-	70		600	-	-	600		20	-	-	20		370	-	-	370	
1904	840	-	10	850		130	-	-	130		1,070	-	-	1,070		40	-	-	40		710	-	-	710	
1905	1,840	-	20	1,860		190	-	-	190		1,600	-	-	1,600		50	-	-	50		1,060	-	-	1,060	
1906	1,740	-	30	1,770		270	-	-	270		2,570	-	-	2,570		80	-	-	80		1,480	-	-	1,480	
1907	2,110	-	340	2,450		340	-	-	340		3,700	-	-	3,700		100	-	-	100		1,800	-	-	1,800	
1908	3,130	-	70	3,200		500	-	-	500		5,490	-	-	5,490		150	-	-	150		2,680	-	-	2,680	
1909	7,860	-	90	7,950		860	-	-	860		8,190	-	-	8,190		230	-	-	230		4,030	-	-	4,030	
1910	7,170	-	140	7,310		860	-	-	860		13,090	-	-	13,090		350	-	-	350		6,200	-	-	6,200	
1911	9,550	-	300	9,850		1,170	-	-	1,170		21,320	-	-	21,320		480	-	-	480		8,130	-	-	8,130	
1912	13,450	-	70	13,520		1,610	-	-	1,610		30,110	-	-	30,110		60	-	-	60		11,440	-	-	11,440	
1913	19,230	-	2,070	21,300		2,400	-	-	2,400		45,000	-	-	45,000		80	-	-	80		12,940	-	-	12,940	
1914	27,251	-	3,000	30,251		3,490	-	-	3,490		64,600	-	-	64,600		100	-	-	100		17,000	-	-	17,000	
1915	32,634	-	6,189	38,823		4,679	-	-	4,679		93,000	-	-	93,000		200	-	-	200		19,500	-	-	19,500	
1916	53,953	-	6,781	60,734		19,571	-	-	19,571		115,645	-	-	115,645		600	-	-	600		21,000	-	-	21,000	
1917	70,680	-	11,657	82,337		29,500	-	-	29,500		158,537	-	-	158,537		1,100	-	-	1,100		23,000	-	-	23,000	
1918	102,137	-	16,117	118,254		34,950	-	-	34,950		206,533	-	-	206,533		1,900	-	-	1,900		25,359	-	-	25,359	
1919	136,500	-	12,275	148,775		43,723	-	-	43,723		236,250	-	-	236,250		2,600	-	-	2,600		34,000	-	-	34,000	
1920	144,131	-	29,789	173,920		69,862	-	-	69,862		293,298	-	-	293,298		2,900	-	-	2,900		23,956	-	-	23,956	
1921	157,680	-	37,739	195,419		77,357	-	-	77,357		341,841	-	-	341,841		2,900	-	-	2,900		26,867	-	-	26,867	
1922	178,775	-	31,941	210,716		94,940	-	-	94,940		382,542	-	-	382,542		2,900	-	-	2,900		30,637	-	-	30,637	
1923	221,164	-	37,100	258,264		137,184	-	-	137,184		457,271	-	-	457,271		2,900	-	-	2,900		39,031	-	-	39,031	
1924	253,888	-	41,555	295,443		168,563	-	-	168,563		525,221	-	-	525,221		2,900	-	-	2,900		43,639	-	-	43,639	
1925	281,973	-	581	282,554		190,583	-	-	190,583		596,932	-	-	596,932		2,900	-	-	2,900		48,187	-	-	48,187	
1926	311,021	-	645	311,666		201,956	-	-	201,956		665,484	-	-	665,484		2,900	-	-	2,900		50,380	-	-	50,380	
1927	327,467	-	616	328,083		217,932	-	-	217,932		701,993	-	-	701,993		2,900	-	-	2,900		52,507	-	-	52,507	
1928	345,935	-	556	346,491		216,043	-	-	216,043		746,253	-	-	746,253		2,900	-	-	2,900		56,937	-	-	56,937	
1929	380,773	-	66,207	446,980		229,048	-	-	229,048		788,158	-	-	788,158		2,900	-	-	2,900		62,210	-	-	62,210	
1930	384,033	-	67,568	451,601		226,154	-	-	226,154		809,594	-	-	809,594		2,900	-	-	2,900		66,845	-	-	66,845	
1931	362,005	-	682	362,687		214,235	-	-	214,235		845,719	-	-	845,719		2,900	-	-	2,900		68,788	-	-	68,788	
1932	382,869	-	69,566	452,435		192,506	-	-	192,506		908,960	-	-	908,960		2,900	-	-	2,900		71,323	-	-	71,323	
1933	362,888	-	69,387	432,275		194,333	-	-	194,333		946,594	-	-	946,594		2,900	-	-	2,900		74,741	-	-	74,741	
1934	399,371	-	71,695	471,066		203,059	-	-	203,059		1,011,816	-	-	1,011,816		2,900	-	-	2,900		78,183	-	-	78,183	
1935	386,510	-	662	387,172		214,093	-	-	214,093		1,055,754	-	-	1,055,754		2,900	-	-	2,900		81,347	-	-	81,347	
1936	421,866	-	86,501	508,367		237,599	-	-	237,599		1,121,559	-	-	1,121,559		2,900	-	-	2,900		84,847	-	-	84,847	
1937	452,253	-	89,987	542,240		247,245	-	-	247,245		1,166,594	-	-	1,166,594		2,900	-	-	2,900		88,762	-	-	88,762	
1938	441,472	-	88,824	530,296		231,950	-	-	231,950		1,171,466	-	-	1,171,466		2,900	-	-	2,900		90,156	-	-	90,156	
1939	451,554	-	2,590	454,144		239,216	-	-	239,216		1,187,357	-	-	1,187,357		2,900	-	-	2,900		92,360	-	-	92,360	
1940	475,315	-	3,082	478,397		252,295	-	-	252,295		1,202,650	-	-	1,202,650		2,900	-	-	2,900		94,594	-	-	94,594	
1941	522,853	-	3,555	526,408		282,051	-	-	282,051		1,246,855	-	-	1,246,855		2,900	-	-	2,900		98,347	-	-	98,347	
1942	571,068	-	4,106	575,174		248,275	-	-	248,275		1,292,452	-	-	1,292,452		2,900	-	-	2,900		101,118	-	-	101,118	
1943	503,221	-	3,625	506,846		205,019	-	-	205,019		1,045,273	-	-	1,045,273		2,900	-	-	2,900		104,598	-	-	104,598	
1944	507,741	-	3,942	511,683		219,559	-	-	219,559		1,061,326	-	-	1,061,326		2,900	-	-	2,900		107,723	-	-	107,723	
1945	570,837	-	4,016	574,853		253,158	-	-	253,158		1,114,482	-	-	1,114,482		2,900	-	-	2,900		110,010	-	-	110,010	
1946	525,511	-	3,076	528,587		229,939	-	-	229,939		1,136,426	-	-	1,136,426		2,900	-	-	2,900		111,996	-	-	111,996	
1947	580,993	-	3,631	584,624		242,174	-	-	242,174		1,179,794	-	-	1,179,794		2,900	-	-	2,900		113,994	-	-	113,994	
1948	629,073	-	3,765	632,838		264,107	-	-	264,107		1,243,905	-	-	1,243,905		2,900	-	-	2,900		115,943	-	-	115,943	
1949	680,370	-	3,571	683,941		281,748	-	-	281,748		1,325,651	-	-	1,325,651		2,900	-	-	2,900		117,912	-	-	117,912	
1950	751,585	-	3,666	755,251		311,748	-	-	311,748		1,367,402	-	-	1,367,402		2,900	-	-	2,900		119,934	-	-	119,934	
1951	788,926	-	3,566	792,492		372,793	-	-	372,793		1,400,213	-	-	1,400,213		2,900	-	-	2,900		121,958	-	-	121,958	
1952	802,230	-	3,589	805,819		376,278	-	-	376,278		1,432,496	-	-	1,432,496		2,900	-	-	2,900		123,979	-	-	123,979	
1953	854,015	-	3,654	857,669		401,840	-	-	401,840		1,474,536	-	-	1,474,536		2,900	-	-	2,900		125,999	-	-	125,999	
1954	881,395	-	3,674	885,069		420,089	-	-	420,089		1,506,685	-	-	1,506,685		2,900	-	-	2,900		127,999	-	-	127,999	
1955	935,977	-	3,617	939,594		429,664	-	-	429,664		1,548,659	-	-	1,548,659		2,900	-	-	2,900		129,999	-	-	129,999	

1/ Motor-vehicle registration records of earlier years are incomplete, and in some cases, contradictory. The figures in these tables are based on many sources, and necessarily include numerous adjustments and estimates. The segregation of buses from other vehicles in this table is carried back as many years as practicable for each State, but the first year for which the segregation was possible varies considerably. The registration years of the States are not the same. To obtain uniformity, all figures in this table have been adjusted to a calendar year basis.

# SUMMARY OF STATE MOTOR-VEHICLE REGISTRATIONS BY YEARS FROM 1900

TABLE MV-200

YEAR	AUTOMOBILES				BUSES			TRUCKS				ALL MOTOR VEHICLES		
	PRIVATE AND COMMERCIAL	PUBLICLY OWNED <sup>1/</sup>	TOTAL	PRIVATE AND COMMERCIAL <sup>2/</sup>	PUBLICLY OWNED <sup>2/</sup>	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED <sup>2/</sup>	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED <sup>2/</sup>	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED <sup>2/</sup>
1900	8,000		8,000										8,000	
1901	14,800		14,800										14,800	
1902	23,000		23,000										23,000	
1903	32,920		32,920										32,920	
1904	54,590		54,590										54,590	
1905	77,400		77,400										77,400	
1906	105,900		105,900										105,900	
1907	140,300		140,300										140,300	
1908	194,400		194,400										194,400	
1909	305,950		305,950										305,950	
1910	458,377		458,377										458,377	
1911	618,727		618,727										618,727	
1912	901,596		901,596										901,596	
1913	1,190,393		1,190,393										1,190,393	
1914	1,664,003		1,664,003										1,664,003	
1915	2,332,426		2,332,426										2,332,426	
1916	3,367,889		3,367,889										3,367,889	
1917	4,727,468		4,727,468										4,727,468	
1918	5,554,932		5,554,932										5,554,932	
1919	6,679,133		6,679,133										6,679,133	
1920	8,131,522		8,131,522										8,131,522	
1921	9,212,158		9,212,158										9,212,158	
1922	10,704,076		10,704,076										10,704,076	
1923	13,253,019		13,253,019										13,253,019	
1924	15,436,102		15,436,102										15,436,102	
1925	17,439,701	41,300	17,481,001	17,808		17,808							17,808	
1926	19,220,885	47,082	19,267,967	24,320		24,320							24,320	
1927	20,142,150	51,213	20,193,363	43,476		43,476							43,476	
1928	21,308,159	54,081	21,362,240	44,918		44,918							44,918	
1929	23,060,421	60,476	23,120,897	33,999		33,999							33,999	
1930	22,972,745	62,008	23,034,753	40,507		40,507							40,507	
1931	22,330,402	65,051	22,395,453	41,680		41,680							41,680	
1932	20,832,357	69,044	20,901,401	43,476		43,476							43,476	
1933	20,586,284	70,973	20,657,257	44,918		44,918							44,918	
1934	21,472,078	72,649	21,544,727	51,530		51,530							51,530	
1935	22,494,884	72,943	22,567,827	58,994		58,994							58,994	
1936	24,300,773	74,426	24,375,199	62,618		62,618							62,618	
1937	25,390,773	76,456	25,467,229	66,166		66,166							66,166	
1938	25,250,477	83,447	25,333,924	65,198	16,964	81,130							81,130	
1939	26,139,526	86,845	26,226,371	68,859	23,426	92,285							92,285	
1940	27,372,397	93,429	27,465,826	72,641	28,504	101,145							101,145	
1941	29,524,101	100,168	29,624,269	88,800	30,953	119,753							119,753	
1942	27,982,746	104,091	27,972,837	102,093	33,864	135,957							135,957	
1943	25,912,730	96,343	26,009,073	106,702	33,864	140,566							140,566	
1944	25,466,431	100,133	25,566,564	106,518	46,074	152,592							152,592	
1945	25,691,434	102,059	25,793,493	112,253	49,872	162,125							162,125	
1946	28,100,188	113,148	28,213,336	119,937	53,646	173,583							173,583	
1947	30,718,892	126,498	30,845,390	128,983	58,474	187,457							187,457	
1948	33,213,995	136,989	33,350,984	132,603	64,123	196,726							196,726	
1949	36,312,380	140,971	36,453,351	135,002	73,927	208,929							208,929	
1950	40,185,146	148,445	40,333,591	143,206	80,446	223,652							223,652	
1951	42,595,217	157,374	42,752,591	143,290	87,171	230,461							230,461	
1952	43,635,345	164,035	43,800,380	145,227	95,296	240,523							240,523	
1953	46,289,129	170,965	46,460,094	141,255	108,343	249,598							249,598	
1954	48,323,909	174,961	48,498,870	140,003	112,914	252,917							252,917	
1955	51,989,027	184,207	52,173,234	142,335	112,914	255,249							255,249	

<sup>1/</sup> This table was compiled principally from information obtained from State authorities, but it was necessary to draw on other sources and to make numerous estimates in order to present a reasonably complete series.

<sup>2/</sup> For the years in which no entries are given for buses and publicly-owned vehicles, the available data on the relatively small numbers of such vehicles were not in sufficient detail to make possible a reliable segregation by vehicle types.



# PERSONS PER VEHICLE, 1910-1955

## Motor Vehicles

29

STATE	RATIO OF TOTAL POPULATION TO TOTAL MOTOR VEHICLES REGISTERED										RATIO OF PERSONS EIGHTEEN YEARS OF AGE AND OVER TO TOTAL AUTOMOBILES REGISTERED										STATE
	1910	1915	1920	1925	1930	1935	1940	1945	1950	1955	1910	1915	1920	1925	1930	1935	1940	1945	1950	1955	
Alabama	1,208.0	201.6	31.6	13.0	9.5	11.1	8.4	7.8	4.5	2.9	663.5	119.1	20.8	8.2	6.4	7.9	6.4	6.0	3.7	2.2	Alabama
Arizona	245.6	33.9	9.8	5.8	3.9	4.2	3.6	4.4	2.8	2.4	159.4	22.5	6.9	4.0	2.7	3.2	2.8	3.5	2.3	1.7	Arizona
Arkansas	1,376.2	232.2	29.7	9.9	8.4	9.1	7.6	6.5	4.1	3.1	742.9	117.0	17.6	6.4	6.0	6.9	6.4	5.6	3.8	2.8	Arkansas
California	54.5	18.4	6.1	3.3	2.8	2.9	2.5	3.1	2.3	2.1	40.3	13.8	5.2	2.8	2.3	2.4	2.1	2.7	1.9	1.5	California
Colorado	171.8	30.0	7.3	4.2	3.4	3.8	3.2	3.3	2.4	2.1	116.1	20.9	5.4	3.2	2.6	3.1	2.7	3.0	2.1	1.7	Colorado
Connecticut	119.6	30.6	11.7	6.0	4.9	4.5	3.5	3.5	2.8	2.4	81.6	24.6	9.5	4.6	3.9	3.8	3.0	2.8	2.4	1.9	Connecticut
Delaware	211.8	43.0	12.0	5.5	4.3	4.5	3.7	4.2	3.0	2.5	141.4	31.4	9.9	4.5	3.6	3.8	3.2	3.7	2.6	2.0	Delaware
Florida	1,111.1	84.9	13.0	4.4	4.5	4.5	3.9	4.6	2.9	2.1	669.4	55.1	9.3	3.3	3.5	3.6	3.2	4.1	2.4	1.6	Florida
Georgia	583.2	112.4	20.0	11.6	8.5	7.5	6.2	6.1	3.9	2.9	319.3	63.8	12.1	7.4	5.8	5.5	4.8	4.8	3.1	2.2	Georgia
Idaho	700.5	55.8	8.5	5.3	3.8	4.1	3.2	3.3	2.2	1.8	437.7	34.2	5.5	3.5	2.6	3.1	2.7	2.9	1.9	1.5	Idaho
Illinois	159.4	34.3	11.7	5.8	4.7	5.1	2.7	4.5	3.3	2.9	105.4	23.3	8.7	4.4	3.7	4.1	3.4	3.7	2.7	2.2	Illinois
Indiana	268.4	29.6	8.8	4.3	3.7	3.9	3.4	3.5	2.8	2.4	177.5	20.2	6.5	3.3	2.9	3.2	2.8	2.9	2.3	1.9	Indiana
Iowa	214.1	16.3	5.5	3.7	3.2	3.6	3.2	3.3	2.5	2.2	141.7	10.8	3.8	2.6	2.3	2.8	2.6	2.6	2.1	1.8	Iowa
Kansas	161.3	23.3	6.0	4.0	3.2	3.4	3.1	2.9	2.3	1.9	102.5	15.1	2.8	2.4	2.7	2.6	2.5	2.5	2.1	1.7	Kansas
Kentucky	857.7	123.1	21.5	9.6	7.9	7.9	6.2	5.9	3.8	2.9	505.0	75.8	14.3	6.3	5.3	5.6	4.7	4.5	3.1	2.2	Kentucky
Louisiana	456.8	154.2	24.8	9.5	7.6	8.3	6.5	6.1	3.8	3.1	257.1	90.9	15.8	6.5	5.6	6.7	5.4	4.8	3.1	2.3	Louisiana
Maine	184.4	35.9	12.3	5.6	4.3	4.6	4.1	3.8	3.4	2.8	126.8	25.4	9.3	4.5	3.6	3.9	3.6	3.3	3.0	2.3	Maine
Maryland	232.9	45.1	14.2	6.6	5.1	5.0	4.1	4.6	3.5	2.8	149.8	33.9	11.2	5.1	3.8	4.0	3.4	3.9	2.8	2.1	Maryland
Massachusetts	107.7	36.1	14.1	6.5	5.0	5.5	4.8	4.9	3.7	3.2	74.7	27.6	6.6	3.2	2.7	2.9	2.6	4.0	3.1	2.5	Massachusetts
Michigan	137.0	28.4	9.0	4.4	3.6	3.9	3.4	3.8	2.6	2.3	90.5	19.5	6.6	3.2	2.7	2.9	2.6	2.8	2.1	1.7	Michigan
Minnesota	137.7	24.4	7.4	4.5	3.5	3.7	3.2	3.3	2.6	2.3	87.1	15.7	5.0	3.1	2.7	3.0	2.6	2.7	2.1	1.8	Minnesota
Mississippi	1,185.3	188.8	26.3	10.8	8.5	11.1	8.5	7.9	4.6	3.3	641.4	106.6	15.5	6.7	5.7	6.2	6.8	6.6	4.0	2.7	Mississippi
Missouri	269.0	45.7	11.5	5.8	4.8	5.0	4.1	4.2	3.2	2.8	30.9	8.3	8.3	4.3	3.7	4.1	3.5	3.6	2.8	2.4	Missouri
Montana	369.0	32.3	9.0	5.7	4.0	3.7	2.9	2.9	2.3	1.9	256.6	23.2	6.2	4.1	3.2	3.2	2.7	2.8	2.2	1.7	Montana
Nebraska	105.6	21.6	5.9	4.0	3.2	3.4	3.2	3.0	2.4	2.1	65.9	13.8	4.1	2.8	2.4	2.7	2.6	2.5	2.1	1.8	Nebraska
Nevada	178.0	41.0	7.5	4.0	3.1	2.9	2.5	3.5	2.1	1.8	137.8	31.7	5.8	3.4	2.8	2.6	2.3	3.3	1.9	1.4	Nevada
New Hampshire	122.9	32.9	12.8	5.6	4.2	4.1	3.6	3.5	3.2	2.6	85.7	28.3	10.0	4.3	3.4	3.6	3.4	3.3	2.8	2.1	New Hampshire
New Jersey	154.3	34.8	14.0	6.3	4.8	4.6	3.8	4.1	3.1	2.6	103.3	25.7	11.7	5.1	3.8	3.8	3.3	3.5	2.6	2.0	New Jersey
New Mexico	699.7	49.7	20.5	8.1	5.1	5.1	4.3	4.5	2.9	2.3	408.8	29.9	14.2	5.4	3.5	3.8	3.4	3.6	2.4	1.7	New Mexico
New York	145.8	38.0	15.2	6.9	5.5	5.7	4.9	5.4	4.0	3.5	100.4	28.3	12.6	5.7	4.5	4.8	4.2	4.5	3.3	2.7	New York
North Carolina	689.8	8.5	18.4	8.5	7.0	7.2	6.1	5.8	3.9	3.0	371.1	64.9	10.8	5.0	4.4	4.9	4.3	4.2	3.0	2.2	North Carolina
North Dakota	124.6	25.7	7.1	4.4	3.7	4.1	3.5	2.9	2.3	2.1	72.5	14.6	4.0	2.7	2.6	3.0	2.7	2.3	2.1	1.9	North Dakota
Ohio	145.3	29.0	9.3	4.8	3.8	4.0	3.6	3.6	2.9	2.5	98.5	20.5	7.2	3.6	2.9	3.1	2.9	2.8	2.3	1.9	Ohio
Oklahoma	2,458.0	74.3	9.7	5.2	4.4	4.8	4.1	4.0	2.7	2.1	387.0	42.1	5.7	3.2	2.9	3.6	3.2	3.3	2.4	1.8	Oklahoma
Oregon	127.5	31.6	6.8	4.1	3.8	3.4	2.8	2.9	2.2	2.1	89.7	22.6	5.2	3.0	2.9	2.9	2.5	2.6	1.9	1.5	Oregon
Pennsylvania	206.3	52.2	15.3	7.1	5.5	5.6	4.6	4.7	3.5	3.0	135.0	37.4	11.7	5.2	4.0	4.4	3.7	3.7	2.9	2.4	Pennsylvania
Rhode Island	92.2	36.5	12.1	6.7	5.0	4.6	3.8	4.3	3.2	2.7	62.9	26.9	9.9	5.4	3.9	3.6	3.1	3.5	2.7	2.1	Rhode Island
South Carolina	676.9	109.0	18.0	10.2	8.0	7.5	5.7	5.7	3.7	2.9	357.0	60.9	10.1	6.0	5.0	4.9	3.9	4.0	2.7	2.0	South Carolina
South Dakota	182.3	20.3	5.3	4.1	3.4	3.8	3.3	3.1	2.3	2.1	110.9	12.4	3.4	2.7	2.4	2.8	2.6	2.6	2.0	1.8	South Dakota
Tennessee	982.6	87.6	22.9	10.3	7.1	8.0	6.5	6.3	3.9	2.9	565.4	52.5	18.9	6.7	4.8	5.7	5.0	4.8	3.2	2.3	Tennessee
Texas	546.2	109.2	11.0	5.4	4.3	4.4	3.8	4.3	2.6	2.2	305.9	63.6	6.8	3.5	3.1	3.5	3.2	3.5	2.2	1.7	Texas
Utah	278.9	46.9	10.6	6.6	4.5	5.0	4.0	4.0	2.8	2.3	162.1	28.4	6.9	4.4	3.1	3.6	2.9	3.0	2.2	1.7	Utah
Vermont	163.7	31.3	11.2	5.1	4.2	4.4	3.8	3.5	3.2	2.7	111.9	21.6	8.2	3.6	3.1	3.3	2.9	2.6	2.4	2.0	Vermont
Virginia	688.0	107.4	20.3	8.6	6.5	6.5	5.4	5.6	3.7	2.9	397.5	65.4	13.4	5.8	4.6	4.8	4.2	4.4	3.0	2.1	Virginia
Washington	157.1	31.9	7.9	4.5	3.5	3.6	3.1	3.4	2.6	2.2	109.8	25.9	6.5	3.6	2.9	3.1	2.7	3.0	2.2	1.7	Washington
West Virginia	1,399.1	104.4	18.2	7.3	6.5	7.2	6.3	6.1	4.2	3.6	819.0	62.5	12.0	4.8	4.5	5.1	4.7	4.6	3.5	2.9	West Virginia
Wisconsin	165.1	27.3	9.1	4.8	3.8	4.1	3.5	3.6	2.9	2.7	104.0	17.6	6.1	3.5	2.9	3.3	2.9	3.0	2.5	2.1	Wisconsin
Wyoming	408.8	42.1	8.2	4.5	3.7	3.4	2.9	3.0	2.0	1.8	289.2	29.4	6.0	3.3	2.8	2.8	2.6	2.7	1.9	1.5	Wyoming
Dist. of Col.	52.8	18.5	12.9	4.5	3.1	3.5	4.2	8.5	4.2	4.3	38.8	14.1	11.4	3.9	2.6	3.1	3.6	7.8	3.6	3.4	Dist. of Col.
United States	197.2	40.4	11.5	5.8	4.6	4.4	4.1	4.3	3.1	2.6	125.2	26.9	8.2	4.2	3.5	3.8	3.3	3.5	2.6	2.2	United States

# STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

## NATIONAL SUMMARY BY YEARS, 1901-1955

TABLE MV-202

YEAR	TOTAL RECEIPTS	REGISTRATION FEES					MISCELLANEOUS RECEIPTS													TOTAL	
		MOTOR VEHICLES			OTHER VEHICLES		TOTAL	DEALERS LICENSES	OPERATING AND CHAUFFEURS PERMITS	CERTIFICATE OF TITLE FEE	SPECIAL TITLING TAXES	FINES AND PENALTIES	TRANSFER ON REGISTRATION FEES	ESTIMATED SERVICE CHARGES LOCAL COLLECTIONS	GRAND RECEIPTS TAXES	MILEAGE, TOLLS AND PASSENGER TAXES	SPECIAL LICENSE FEES AND FRANCHISE TAXES		CERTIFICATE OF PERMIT FEES		MISCELLANEOUS RECEIPTS LESS UNCLASSIFIED REPAIRS
		AUTOMOBILES (INCLUDING TAXICABS)	TRUCKS AND TRACTOR TRUCKS	TOTAL	TRAILERS	MOTORCYCLES											WEIGHT OR CAPACITY	FLAT RATE			
1941	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1942	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1943	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1944	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1945	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1946	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1947	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1948	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1949	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1950	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1951	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1952	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1953	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1954	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1955	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars



## VEHICLE AND TRAFFIC CHARACTERISTICS

Traffic volume information is obtained from automatic traffic recorders operating continuously at selected locations on the rural roads of each State. These recorders (more than 1,200 in 1956) are generally supplemented by periodic manual classification counts to determine the proportion of vehicles of each type, and by portable machine counts to determine traffic volumes on other road sections.

Truck weights were first studied on a nationwide basis in 1936, when continuing planning survey programs were established by the State highway departments in cooperation with the Bureau of Public Roads. Since 1942, data on the weights and heavy load frequencies of trucks have been collected annually.

## TRUCK OPERATION

Characteristics of truck travel and loading observed on main rural roads are summarized by years and Census divisions in tables HT-1 and HT-3-7. With a doubling of average carried load and a threefold increase in vehicle-miles of travel, trucks in 1955 were transporting five and one-half times as many ton-miles of freight as in 1936. During the same period travel by truck combinations has increased from less than one-fifth to nearly one-third of all travel by freight-carrying vehicles on main rural roads. During the period 1945-55 there was a threefold increase in ton-miles of load carried by all freight-carrying vehicles, with a somewhat greater increase for truck combinations than for single-unit trucks. By 1955, truck combinations accounted for 75 percent of the ton-miles of load carried on main rural roads, but only 32 percent of vehicle-miles of total truck and truck combination travel. In addition to the heavier loads and greater mileage traveled by the combinations, their greater proportionate share of load carried is in part attributable to the fact that they carry loads during more than two-thirds of their main rural road travel, while single-unit trucks are loaded during less than half their travel.

Very heavy gross loads have steadily increased in frequency since 1936, with the peak occurring during 1950. While it was encouraging to note that the frequencies of axles weighing 18,000, 20,000, and 22,000 pounds or more showed a decline during the years 1951-54, this trend has been reversed during 1955.

The number of axles weighing 18,000 pounds or more per thousand vehicles increased from 13 in 1936 to 96 in 1950, and in 1955 stood at 73. Similarly, the frequency per thousand vehicles of axles weighing 22,000 pounds or more increased from 2 in 1936 to 18 in 1950, and in 1955 stood at 10.

## MOTOR-VEHICLE TRAVEL

Estimated volumes of total urban and rural travel for the years 1936-55 are shown by vehicle type in table VM-201, and additional data concerning the number of registered vehicles, average travel per vehicle, and fuel consumption are shown in table VM-1. Total travel, amounting to 252.2 billion vehicle-miles in 1936, had increased to 603.4 billion vehicle-miles in 1955.

Since World War II, the proportion of travel on rural roads to that on city streets has steadily increased. In 1936, more than half of all passenger-car travel was on city streets and this proportion continued through the war. But 1947 marked the beginning of a trend toward an increasing proportion of rural passenger-car travel and by 1955 rural roads accounted for 54 percent of the total.

## TRAFFIC SPEED TRENDS

Comparatively few speed studies were conducted on main rural highways until immediately prior to World War II. At that time, the average speeds of trucks, passenger cars, and buses were 41, 48, and 51 miles per hour, respectively. In 1942, with wartime restrictions on travel speeds and with gasoline rationing, the average speeds of all types of vehicles dropped to below 40 miles per hour with well under 10 percent exceeding 50 miles per hour.

Speeds of passenger cars did not return to their prewar level until 1947. Trucks reached their prewar level in 1946, and buses in 1948. From 1948 through 1950 there was little change in vehicle speeds on main rural highways. Since 1950, speeds have increased slightly each year until in 1955 passenger cars averaged 52 miles per hour, trucks 45.6 miles per hour, and buses 52.3 miles per hour. Fifty percent of the traffic in 1955 exceeded 50 miles per hour, and 14 percent exceeded 60 miles per hour.

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS—1936, 1940–1955  
PERCENT CARRYING LOADS

TABLE HT-1

YEAR	CENSUS DIVISION										TOTAL ALL DIVISIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	(Percent)	(Percent)
ALL TRUCKS AND COMBINATIONS	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)
	68.4	66.1	61.5	64.8	60.5	62.1	57.4	58.8	64.7	62.8	62.8
	72.1	69.4	64.6	67.8	63.9	66.1	59.9	62.3	67.9	65.9	65.9
	72.9	70.3	65.6	68.7	64.8	67.0	60.6	62.6	68.8	66.7	66.7
	58.8	55.9	59.6	59.9	48.0	63.4	50.4	49.5	66.6	57.7	57.7
	56.3	57.4	56.8	62.3	52.1	63.3	48.7	49.3	66.7	57.7	57.7
	54.8	55.9	58.9	61.2	50.4	61.0	44.6	44.3	63.7	56.1	56.1
	53.8	54.6	57.4	58.7	47.0	58.8	42.6	45.8	65.4	55.1	55.1
	52.4	57.7	53.5	57.2	42.7	55.1	36.6	43.3	62.0	51.7	51.7
	54.1	52.2	55.7	59.1	44.6	55.9	46.1	39.8	62.8	53.5	53.5
	54.9	50.9	51.3	58.9	39.1	54.4	43.7	45.9	65.9	52.2	52.2
	53.9	49.7	48.4	60.8	40.7	54.8	47.3	43.2	65.8	52.1	52.1
	54.7	52.8	50.6	60.9	41.3	53.4	50.6	48.1	70.9	53.9	53.9
	51.9	56.4	49.5	61.6	44.0	57.2	48.6	51.5	72.1	55.1	55.1
	55.8	50.1	48.0	61.8	41.1	59.7	47.5	55.7	68.8	54.6	54.6
	58.4	53.6	51.8	61.2	45.4	59.0	43.7	52.9	70.4	55.7	55.7
	56.8	55.0	51.0	61.1	50.8	61.5	46.4	51.8	65.7	54.6	54.6
	56.8	55.1	47.1	64.0	55.9	57.7	45.4	50.7	66.0	54.8	54.8
SINGLE-UNIT TRUCKS	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)
	68.0	64.9	59.8	61.2	59.7	60.1	55.2	57.6	60.7	60.7	60.7
	71.9	68.8	63.4	64.8	63.2	65.2	58.6	61.4	64.2	64.4	64.4
	72.7	69.8	64.6	66.0	64.1	66.3	59.6	61.6	65.2	64.6	64.6
	55.7	53.4	57.5	53.6	44.6	63.4	44.9	45.6	61.5	54.0	54.0
	52.8	54.5	53.5	54.3	48.2	63.2	42.6	46.3	62.3	53.4	53.4
	51.4	53.5	55.2	52.8	46.3	59.9	39.6	39.4	54.1	50.9	50.9
	50.9	51.9	53.2	49.4	43.4	55.8	37.1	40.7	58.1	49.6	49.6
	48.2	55.7	48.4	50.5	38.6	52.2	31.3	38.1	46.4	46.4	46.4
	50.5	48.9	51.6	52.8	39.4	53.0	41.2	34.5	54.9	48.3	48.3
	51.1	47.8	46.0	53.0	33.7	52.1	38.1	40.4	58.3	46.8	46.8
	50.6	44.6	42.5	56.0	35.5	51.5	42.5	36.7	58.0	46.5	46.5
	50.8	47.0	42.8	53.3	35.9	49.0	45.3	41.3	64.8	47.2	47.2
	47.6	52.0	42.3	54.3	39.7	53.3	42.7	46.0	64.7	48.8	48.8
	52.2	44.3	40.8	57.7	36.4	56.7	41.4	51.0	61.1	48.2	48.2
	55.9	46.2	44.5	54.6	40.5	55.7	37.4	46.4	66.1	49.1	49.1
	53.6	48.8	44.2	55.0	47.7	56.8	40.4	45.8	59.8	48.2	48.2
	53.7	49.9	39.2	58.9	53.1	52.9	36.9	44.4	59.1	48.4	48.4
TRUCK COMBINATIONS	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)	(Percent)
	73.7	72.1	68.9	74.4	69.1	72.2	67.1	69.6	80.3	72.2	72.2
	74.1	72.1	68.8	74.4	70.6	69.9	64.4	69.7	80.3	71.6	71.6
	74.3	72.0	69.0	74.3	70.5	70.1	64.5	69.7	80.4	71.6	71.6
	75.1	73.5	64.8	71.0	66.7	63.3	66.4	69.8	80.7	68.2	68.2
	72.5	65.4	64.1	76.5	69.9	63.6	66.2	66.7	75.8	69.1	69.1
	69.3	63.2	67.2	76.1	68.7	61.7	58.5	71.1	80.1	69.4	69.4
	66.4	62.3	67.5	74.4	63.8	69.5	58.2	71.5	77.3	69.2	69.2
	71.7	63.4	67.0	70.6	62.6	65.2	53.2	66.8	73.1	66.2	66.2
	69.0	61.0	66.8	70.5	67.3	66.3	59.3	64.3	75.3	67.1	67.1
	68.8	59.9	65.7	68.8	61.5	62.6	59.6	70.3	79.8	66.4	66.4
	65.7	60.2	63.7	69.1	63.2	65.0	61.0	67.1	79.3	66.2	66.2
	67.0	64.2	67.5	71.0	61.8	66.4	64.4	69.4	80.0	68.5	68.5
	64.1	64.9	66.4	71.6	59.1	68.0	63.4	69.7	84.2	68.9	68.9
	66.1	61.5	66.1	68.6	58.0	66.4	63.7	72.0	84.7	67.5	67.5
	64.9	65.9	68.9	69.4	61.8	65.9	63.4	72.2	79.6	68.2	68.2
	65.9	65.0	67.0	68.8	62.5	70.0	63.0	70.3	78.6	67.9	67.9
	64.3	69.0	67.6	70.3	63.7	66.6	62.2	71.9	80.0	68.2	68.2



**OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS-1936,1940-1955**  
**AVERAGE CARRIED LOADS**

**Motor Vehicles**

33

TABLE HT-2

YEAR	CENSUS DIVISIONS										TOTAL ALL DIVISIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	(Tons)	
ALL TRUCKS AND COMBINATIONS	(Tons)	(Tons)	(Tons)	(Tons)	(Tons)	(Tons)	(Tons)	(Tons)	(Tons)	(Tons)	
	1936	2.31	2.66	3.06	3.27	2.46	2.76	2.48	2.59	3.88	2.90
	1940	2.64	3.09	3.58	3.77	2.84	3.06	2.70	2.99	4.51	3.32
	1941	2.79	3.43	3.88	4.05	3.12	3.23	2.99	3.39	5.13	3.64
	1942	3.44	4.05	4.33	4.51	3.62	3.21	3.55	4.01	5.79	4.13
	1943	3.80	4.21	4.76	4.74	3.95	3.30	3.64	3.95	6.34	4.39
	1944	3.97	4.19	4.85	4.86	4.19	3.41	3.78	4.55	6.85	4.63
	1945	3.92	4.36	4.84	5.15	4.01	3.67	3.79	4.63	7.05	4.84
	1946	3.99	4.16	4.79	4.81	4.04	3.72	4.16	4.88	8.12	4.84
	1947	3.99	4.46	4.55	4.92	4.21	3.77	4.14	5.16	7.40	4.81
	1948	3.90	4.78	4.94	5.24	4.88	3.99	4.72	5.24	6.75	5.03
	1949	4.14	5.55	5.26	5.07	4.58	4.33	4.33	6.29	7.26	5.21
	1950	4.48	5.59	5.76	5.91	4.98	4.64	4.74	6.59	7.56	5.64
	1951	4.91	5.56	5.70	6.04	4.64	4.75	4.84	6.08	7.41	5.66
	1952	4.79	5.74	5.78	5.41	5.12	4.89	4.86	5.86	7.03	5.56
	1953	4.75	6.00	6.20	6.36	4.95	5.22	4.88	6.58	6.34	5.82
	1954	4.79	5.94	6.05	5.78	4.78	5.65	4.95	6.57	6.67	5.74
1955	4.93	5.36	6.18	6.02	5.17	5.79	5.96	6.59	6.85	5.92	
SINGLE-UNIT TRUCKS	1936	1.83	1.62	2.10	1.69	2.18	1.84	1.94	1.99	1.77	1.86
	1940	2.08	1.87	2.48	1.95	2.51	2.04	2.10	2.27	2.02	2.13
	1941	2.22	2.14	2.61	2.10	2.70	2.09	2.23	2.46	2.14	2.29
	1942	2.25	2.23	2.47	2.11	2.66	1.99	2.25	2.41	2.12	2.24
	1943	2.34	2.25	2.63	2.18	2.75	2.06	2.17	2.39	2.24	2.30
	1944	2.42	2.36	2.52	2.13	2.90	1.97	2.47	2.53	2.45	2.36
	1945	2.27	2.37	2.48	2.38	2.72	1.98	2.54	2.51	2.57	2.40
	1946	2.24	2.18	2.38	2.17	2.54	1.97	2.65	2.59	2.45	2.31
	1947	2.10	2.36	2.16	2.18	2.52	1.93	2.51	2.61	2.35	2.26
	1948	1.95	2.64	2.26	2.21	2.79	2.07	2.78	2.50	1.89	2.33
	1949	2.03	2.59	2.23	2.16	2.57	2.11	2.36	2.83	1.85	2.27
	1950	2.04	2.54	2.18	2.20	2.85	2.13	2.53	2.65	1.77	2.31
	1951	2.15	2.66	2.24	2.25	2.63	2.12	2.41	2.49	1.91	2.31
	1952	2.19	2.76	2.41	2.17	2.90	2.08	2.41	2.38	2.02	2.34
	1953	2.21	2.62	2.34	2.33	2.67	2.06	2.38	2.43	2.19	2.35
	1954	2.28	2.59	2.41	2.24	2.85	2.04	2.33	2.54	2.34	2.40
	1955	2.32	2.60	2.49	2.37	2.76	2.16	2.59	2.65	2.24	2.47
TRUCK COMBINATIONS	1936	7.21	7.55	6.60	6.73	5.13	6.67	4.48	7.19	10.18	6.90
	1940	7.85	8.16	7.12	7.18	5.55	7.16	4.76	7.90	11.01	7.41
	1941	8.08	8.67	8.05	7.71	6.58	7.79	5.60	9.45	12.84	8.24
	1942	8.04	8.55	8.53	7.67	7.16	7.71	6.13	9.57	13.63	8.47
	1943	8.75	8.70	8.75	7.98	7.64	7.76	6.33	10.23	13.44	8.74
	1944	8.88	8.88	9.06	8.18	8.08	8.14	6.28	10.73	11.89	8.96
	1945	9.31	8.98	9.28	8.27	8.23	8.57	6.05	12.49	12.49	9.31
	1946	9.40	9.25	9.48	8.59	8.60	8.74	6.93	10.81	13.40	9.70
	1947	9.56	9.03	9.59	8.63	8.54	9.05	7.20	11.48	13.14	9.63
	1948	9.25	9.75	10.08	9.14	9.66	9.58	8.24	12.19	13.23	10.10
	1949	9.98	10.12	10.54	9.17	9.48	9.79	8.23	13.30	14.09	10.38
	1950	10.30	9.94	10.63	9.67	9.65	10.22	8.77	13.91	14.52	10.62
	1951	10.69	10.15	10.90	9.93	9.42	10.57	9.00	14.00	14.36	10.83
	1952	10.52	9.91	11.05	10.01	10.08	10.29	9.16	14.44	14.41	10.93
	1953	10.42	9.94	11.99	10.30	9.85	10.71	9.44	14.51	13.71	11.07
	1954	10.49	10.02	11.67	9.43	10.43	10.98	9.55	14.65	13.84	10.91
	1955	10.32	10.84	11.73	9.77	10.73	11.20	9.92	14.83	13.79	11.07

TABLE HT-4

YEAR	CENSUS DIVISION									TOTAL ALL DIVISIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	
18,000 POUNDS OR MORE	48 1936 65 1942 73 1943 108 1944 109 1945 88 1946 126 1947 117 1948 124 1949 137 1950 151 1951 153 1952 161 1953 155 1954 160 1955	40 1936 91 1942 128 1943 138 1944 149 1945 151 1946 152 1947 216 1948 195 1949 208 1950 207 1951 157 1952 137 1953 149 1954 120 1955	7 1936 45 1942 50 1943 64 1944 78 1945 80 1946 74 1947 104 1948 99 1949 100 1950 90 1951 79 1952 104 1953 86 1954 88 1955	14 1936 48 1942 62 1943 70 1944 74 1945 93 1946 103 1947 109 1948 89 1949 98 1950 88 1951 76 1952 67 1953 57 1954 70 1955	1 1936 14 1942 7 1943 29 1944 30 1945 39 1946 54 1947 64 1948 50 1949 63 1950 46 1951 46 1952 39 1953 46 1954 62 1955	5 1936 29 1942 32 1943 37 1944 41 1945 49 1946 57 1947 56 1948 50 1949 45 1950 53 1951 33 1952 29 1953 33 1954 40 1955	4 1936 18 1942 23 1943 28 1944 25 1945 13 1946 43 1947 59 1948 51 1949 67 1950 60 1951 60 1952 32 1953 31 1954 53 1955	5 1936 24 1942 33 1943 20 1944 44 1945 46 1946 35 1947 42 1948 57 1949 83 1950 55 1951 52 1952 43 1953 50 1954 62 1955	3 1936 24 1942 18 1943 62 1944 47 1945 42 1946 44 1947 39 1948 37 1949 69 1950 44 1951 58 1952 41 1953 40 1954 38 1955	13 1936 41 1942 49 1943 64 1944 67 1945 68 1946 76 1947 93 1948 86 1949 96 1950 86 1951 75 1952 69 1953 64 1954 73 1955
20,000 POUNDS OR MORE	21 1936 26 1942 45 1943 55 1944 62 1945 50 1946 74 1947 69 1948 73 1949 82 1950 97 1951 93 1952 93 1953 102 1954 100 1955	18 1936 45 1942 75 1943 72 1944 75 1945 85 1946 93 1947 153 1948 118 1949 113 1950 129 1951 83 1952 68 1953 82 1954 66 1955	1 1936 14 1942 8 1943 23 1944 26 1945 27 1946 32 1947 43 1948 46 1949 38 1950 16 1951 19 1952 11 1953 44 1954 26 1955	4 1936 11 1942 15 1943 17 1944 10 1945 27 1946 36 1947 38 1948 27 1949 22 1950 16 1951 19 1952 11 1953 6 1954 19 1955	1/0 1936 1/7 1942 11 1943 15 1944 16 1945 22 1946 27 1947 18 1948 19 1949 11 1950 11 1951 6 1952 10 1953 14 1954 14 1955	1/0 1936 6 1942 4 1943 7 1944 8 1945 13 1946 18 1947 13 1948 12 1949 12 1950 5 1951 3 1952 3 1953 5 1954 7 1955	2 1936 4 1942 7 1943 9 1944 4 1945 15 1946 24 1947 18 1948 23 1949 21 1950 17 1951 7 1952 6 1953 10 1954 10 1955	3 1936 5 1942 8 1943 6 1944 12 1945 16 1946 13 1947 18 1948 26 1949 35 1950 17 1951 11 1952 9 1953 12 1954 23 1955	1 1936 4 1942 3 1943 17 1944 13 1945 6 1946 9 1947 7 1948 6 1949 16 1950 5 1951 11 1952 3 1953 3 1954 3 1955	5 1936 13 1942 17 1943 23 1944 26 1945 33 1946 33 1947 44 1948 38 1949 39 1950 34 1951 35 1952 28 1953 20 1954 26 1955
22,000 POUNDS OR MORE	8 1936 12 1942 14 1943 25 1944 29 1945 21 1946 40 1947 34 1948 33 1949 39 1950 46 1951 49 1952 46 1953 56 1954 50 1955	7 1936 18 1942 28 1943 48 1944 33 1945 42 1946 50 1947 90 1948 65 1949 80 1950 73 1951 46 1952 37 1953 36 1954 29 1955	1/0 1936 4 1942 2 1943 9 1944 7 1945 10 1946 12 1947 15 1948 18 1949 13 1950 7 1951 10 1952 7 1953 15 1954 9 1955	2 1936 3 1942 4 1943 5 1944 5 1945 6 1946 10 1947 13 1948 9 1949 7 1950 5 1951 4 1952 2 1953 1 1954 10 1955	1/0 1936 4 1942 1/0 1943 3 1944 6 1945 5 1946 9 1947 12 1948 5 1949 5 1950 3 1951 2 1952 2 1953 1 1954 2 1955	1/0 1936 1 1942 1 1943 1 1944 1 1945 3 1946 5 1947 4 1948 3 1949 3 1950 1 1951 0 1952 1 1953 2 1954 2 1955	1/0 1936 2 1942 5 1943 5 1944 2 1945 1 1946 5 1947 10 1948 6 1949 9 1950 4 1951 4 1952 2 1953 2 1954 2 1955	2 1936 1 1942 5 1943 2 1944 3 1945 5 1946 7 1947 11 1948 16 1949 5 1950 3 1951 3 1952 2 1953 2 1954 9 1955	1/0 1936 2 1942 0 1943 3 1944 3 1945 2 1946 2 1947 2 1948 3 1949 2 1950 2 1951 1 1952 1 1953 1/0 1954 10 1955	2 1936 5 1942 6 1943 11 1944 9 1945 10 1946 17 1947 18 1948 14 1949 10 1950 9 1951 8 1952 10 1953 26 1954 26 1955
1/ Less than 5 per 10,000.										



YEAR	CENSUS DIVISIONS									TOTAL ALL DIVISIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	
30,000 POUNDS OR MORE	58 1936 97 1942 107 1943 120 1944 113 1945 118 1946 127 1947 119 1948 117 1949 137 1950 153 1951 153 1952 165 1953 179 1954 172 1955	62 1936 142 1942 159 1943 172 1944 163 1945 149 1946 116 1947 161 1948 191 1949 221 1950 234 1951 207 1952 210 1953 171 1954 1955	52 1936 97 1942 120 1943 133 1944 125 1945 95 1946 130 1947 177 1948 164 1949 171 1950 200 1951 183 1952 1953 1954 1955	65 1936 175 1942 199 1943 221 1944 233 1945 194 1946 154 1947 196 1948 208 1949 251 1950 255 1951 227 1952 259 1953 230 1954 286 1955	7 1936 39 1942 50 1943 63 1944 57 1945 121 1946 79 1947 83 1948 87 1949 102 1950 109 1951 122 1952 129 1953 145 1954 158 1955	34 1936 91 1942 105 1943 110 1944 114 1945 112 1946 123 1947 121 1948 139 1949 142 1950 158 1951 181 1952 197 1953 221 1954 216 1955	8 1936 59 1942 63 1943 62 1944 73 1945 65 1946 87 1947 103 1948 107 1949 146 1950 143 1951 148 1952 135 1953 147 1954 194 1955	20 1936 76 1942 83 1943 80 1944 98 1945 92 1946 90 1947 100 1948 118 1949 160 1950 164 1951 165 1952 183 1953 182 1954 172 1955	97 1936 155 1942 165 1943 170 1944 186 1945 193 1946 197 1947 188 1948 176 1949 289 1950 289 1951 280 1952 230 1953 238 1954 246 1955	43 1936 111 1942 125 1943 134 1944 144 1945 132 1946 120 1947 140 1948 148 1949 187 1950 192 1951 188 1952 200 1953 193 1954 206 1955
40,000 POUNDS OR MORE	15 1936 30 1942 40 1943 51 1944 50 1945 53 1946 64 1947 63 1948 66 1949 78 1950 95 1951 97 1952 98 1953 105 1954 108 1955	17 1936 48 1942 59 1943 70 1944 77 1945 80 1946 55 1947 105 1948 120 1949 135 1950 152 1951 120 1952 112 1953 117 1954 118 1955	3 1936 21 1942 24 1943 32 1944 43 1945 44 1946 39 1947 61 1948 71 1949 95 1950 98 1951 104 1952 125 1953 122 1954 123 1955	13 1936 40 1942 48 1943 58 1944 72 1945 80 1946 76 1947 104 1948 105 1949 140 1950 154 1951 140 1952 179 1953 145 1954 191 1955	1 1936 2 1942 3 1943 10 1944 12 1945 41 1946 25 1947 34 1948 36 1949 45 1950 41 1951 49 1952 56 1953 61 1954 79 1955	2 1936 16 1942 35 1943 27 1944 33 1945 45 1946 55 1947 61 1948 77 1949 82 1950 98 1951 115 1952 131 1953 148 1954 148 1955	1 1936 8 1942 11 1943 14 1944 20 1945 18 1946 31 1947 50 1948 54 1949 79 1950 85 1951 92 1952 84 1953 92 1954 131 1955	7 1936 41 1942 46 1943 42 1944 54 1945 53 1946 52 1947 61 1948 75 1949 106 1950 103 1951 110 1952 128 1953 127 1954 120 1955	47 1936 110 1942 119 1943 109 1944 116 1945 133 1946 120 1947 127 1948 121 1949 214 1950 216 1951 216 1952 182 1953 177 1954 188 1955	11 1936 33 1942 41 1943 47 1944 58 1945 60 1946 57 1947 77 1948 82 1949 110 1950 119 1951 118 1952 126 1953 122 1954 128 1955
50,000 POUNDS OR MORE	1 1936 3 1942 4 1943 6 1944 10 1945 9 1946 17 1947 14 1948 15 1949 24 1950 31 1951 38 1952 33 1953 49 1954 45 1955	3 1936 12 1942 17 1943 16 1944 18 1945 25 1946 14 1947 54 1948 52 1949 63 1950 72 1951 38 1952 34 1953 37 1954 53 1955	1/0 1936 1 1942 1/0 1943 3 1944 2 1945 6 1946 8 1947 12 1948 21 1949 28 1950 36 1951 43 1952 57 1953 56 1954 58 1955	5 1936 10 1942 16 1943 21 1944 28 1945 36 1946 45 1947 50 1948 48 1949 78 1950 87 1951 78 1952 95 1953 75 1954 114 1955	1/0 1936 1 1942 1/0 1943 1 1944 4 1945 3 1946 10 1947 6 1948 7 1949 6 1950 7 1951 9 1952 11 1953 18 1954 22 1955	1/0 1936 1 1942 3 1943 7 1944 11 1945 20 1946 30 1947 32 1948 44 1949 54 1950 64 1951 76 1952 93 1953 97 1954 97 1955	1/0 1936 1 1942 2 1943 2 1944 3 1945 6 1946 8 1947 19 1948 18 1949 34 1950 34 1951 47 1952 40 1953 48 1954 75 1955	3 1936 21 1942 28 1943 22 1944 28 1945 31 1946 31 1947 39 1948 51 1949 76 1950 78 1951 84 1952 100 1953 100 1954 94 1955	24 1936 81 1942 89 1943 83 1944 86 1945 104 1946 87 1947 100 1948 99 1949 176 1950 178 1951 191 1952 130 1953 149 1954 162 1955	3 1936 12 1942 15 1943 19 1944 23 1945 26 1946 26 1947 37 1948 36 1949 58 1950 58 1951 65 1952 66 1953 67 1954 80 1955
1/ Less than 5 per 10,000.										

1/ Less than 5 per 10,000.

OPERATIONS OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS - 1936, 1940-1955  
**TRAVEL IN VEHICLE-MILES, LOADED AND EMPTY TRUCKS AND COMBINATIONS** ↘

TABLE HT-6

YEAR	CENSUS DIVISIONS									TOTAL ALL DIVISIONS (Millions)
	NEW ENGLAND (Millions)	MIDDLE ATLANTIC (Millions)	SOUTH ATLANTIC (Millions)	EAST NORTH CENTRAL (Millions)	EAST SOUTH CENTRAL (Millions)	WEST NORTH CENTRAL (Millions)	WEST SOUTH CENTRAL (Millions)	MOUNTAIN (Millions)	PACIFIC (Millions)	
ALL TRUCKS AND COMBINATIONS										
1936	755	2,361	2,406	2,696	1,013	2,124	1,848	912	1,292	15,407
1940	916	3,160	3,537	3,823	1,450	2,701	2,542	1,274	1,701	21,104
1941	981	3,475	4,315	4,305	1,632	3,172	2,994	1,316	2,022	24,212
1942	741	2,472	3,349	3,140	1,201	2,627	2,727	1,184	1,810	19,251
1943	645	2,111	2,947	2,839	1,023	2,392	2,626	1,070	1,738	17,391
1944	657	2,202	2,917	2,744	1,119	2,135	2,426	1,078	1,987	17,265
1945	769	2,369	3,007	2,940	1,135	2,368	2,584	1,119	2,648	18,939
1946	954	3,010	4,149	3,665	1,603	3,217	3,591	1,640	2,559	24,388
1947	1,012	3,553	4,934	4,508	1,806	3,722	4,107	1,829	3,218	28,689
1948	1,103	4,073	5,156	4,959	2,000	4,268	4,948	2,050	3,284	31,841
1949	1,263	4,443	5,162	6,174	3,234	4,396	4,753	2,264	3,175	34,864
1950	1,501	4,936	6,012	7,378	3,874	4,854	5,434	2,535	3,298	39,822
1951	1,272	4,970	6,057	7,360	3,860	4,803	5,899	2,471	3,849	40,541
1952	1,437	5,175	7,099	7,582	3,914	4,874	6,448	3,260	4,180	43,969
1953	1,593	4,854	7,676	8,072	4,706	4,794	6,887	3,199	4,378	46,159
1954	1,613	4,874	7,232	7,550	4,825	4,591	7,153	3,396	4,319	45,553
1955	1,808	5,658	7,749	8,354	4,635	4,642	7,410	3,483	3,742	47,481
SINGLE-UNIT TRUCKS										
1936	693	1,980	1,950	1,959	928	1,774	1,513	823	1,030	12,650
1940	829	2,569	2,754	2,610	1,308	2,191	2,010	1,127	1,303	16,701
1941	888	2,804	3,358	2,926	1,469	2,563	2,362	1,158	1,539	19,067
1942	622	1,847	2,406	1,996	1,017	2,067	2,032	996	1,335	14,318
1943	531	1,546	2,038	1,817	836	1,876	1,947	913	1,178	12,682
1944	532	1,655	2,003	1,747	914	1,666	1,789	913	1,249	12,468
1945	623	1,744	2,121	1,848	939	1,854	1,914	932	1,635	13,610
1946	783	2,247	3,025	2,444	1,332	2,515	2,724	1,344	1,436	17,850
1947	811	2,592	3,610	2,902	1,470	2,914	2,999	1,503	1,960	20,761
1948	869	3,032	3,777	3,102	1,613	3,320	3,656	1,672	2,120	23,161
1949	988	3,003	3,734	3,222	2,629	3,328	3,511	1,783	2,009	24,907
1950	1,139	3,261	4,104	3,242	3,062	3,640	3,919	1,919	2,257	27,257
1951	940	3,298	4,256	4,237	3,008	3,544	4,234	1,901	2,392	27,810
1952	1,058	3,416	5,088	4,754	3,055	3,375	4,699	2,532	2,805	30,782
1953	1,149	3,030	5,367	4,477	3,606	3,225	5,203	2,395	2,983	31,435
1954	1,188	3,013	5,069	4,249	3,826	2,964	5,236	2,562	2,957	31,064
1955	1,286	4,145	5,590	4,605	3,405	3,027	4,917	2,689	2,509	32,173
TRUCK COMBINATIONS										
1936	62	381	456	737	85	350	335	89	262	2,757
1940	87	591	783	1,213	142	510	532	147	398	4,403
1941	93	671	957	1,379	163	609	632	158	483	5,145
1942	119	625	943	1,144	184	560	695	188	475	4,933
1943	114	565	909	1,022	187	516	679	157	560	4,709
1944	125	547	914	997	205	469	637	165	738	4,797
1945	146	625	886	1,092	196	514	670	187	1,013	5,329
1946	171	763	1,124	1,221	271	702	867	296	1,123	6,538
1947	201	961	1,324	1,606	336	808	1,108	326	1,258	7,928
1948	234	1,041	1,379	1,857	387	948	1,292	378	1,164	8,680
1949	275	1,440	1,428	2,252	605	1,068	1,242	481	1,166	9,957
1950	362	1,675	1,908	3,136	812	1,214	1,515	616	1,327	12,565
1951	332	1,672	1,801	3,123	852	1,259	1,665	570	1,457	12,731
1952	379	1,759	2,011	2,828	859	1,499	1,749	728	1,375	13,187
1953	444	1,824	2,309	3,595	1,100	1,569	1,684	804	1,395	14,724
1954	425	1,861	2,163	3,301	999	1,627	1,917	834	1,362	14,489
1955	522	1,513	2,159	3,749	1,230	1,615	2,493	794	1,233	15,308

1/ Includes travel on turnpikes not previously included.

1/ Includes travel on turnpikes not previously included.



TOTAL MOVEMENTS IN TON-MILES, LOADED AND EMPTY TRUCKS AND COMBINATIONS

TABLE HT-7

YEAR	CENSUS DIVISION										TOTAL ALL DIVISIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	(Millions)	
ALL TRUCKS AND COMBINATIONS	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	
	1,192	4,155	4,525	5,715	1,509	3,645	2,629	1,388	3,246	28,004	
	1,744	6,788	8,170	9,772	2,636	5,467	4,101	2,378	5,208	46,264	
	1,993	8,384	10,983	11,962	3,303	6,873	5,427	2,795	7,133	58,853	
	1,498	5,596	8,635	8,488	2,085	5,334	4,877	2,351	6,975	45,839	
	1,378	5,108	7,970	8,382	2,107	4,995	4,646	2,084	7,351	44,021	
	1,430	5,157	8,345	8,172	2,364	4,433	4,086	2,171	8,680	44,838	
	1,624	5,643	8,350	8,897	2,137	5,112	4,166	2,375	12,217	50,521	
	1,996	7,215	10,637	10,081	2,761	6,585	5,462	3,464	12,882	61,083	
	2,187	8,280	12,505	13,117	3,385	7,832	7,832	3,763	14,964	73,865	
	2,360	9,906	13,061	15,309	3,815	9,262	10,214	4,934	14,626	83,487	
	2,815	12,243	13,140	19,022	6,030	10,419	9,770	6,150	15,171	94,760	
	3,676	14,586	17,513	26,538	7,972	12,031	13,048	8,045	17,681	121,090	
	3,240	15,582	17,078	27,383	7,884	13,057	13,866	7,736	20,576	126,402	
	3,842	14,889	19,690	25,360	8,241	14,214	14,895	10,644	20,234	132,009	
	1953	15,615	24,666	31,383	31,383	10,585	14,772	14,707	11,126	19,536	146,810
	1954	4,390	15,924	22,313	26,642	11,716	15,951	16,459	11,567	18,939	143,901
	1955	5,064	16,702	22,580	32,209	13,387	15,492	20,060	11,628	16,928	154,050
	SINGLE UNIT TRUCKS	860	2,080	2,451	2,026	1,209	1,962	1,621	943	1,105	14,257
		1,240	3,309	4,333	3,294	2,080	2,913	2,472	1,570	1,692	22,903
1,436		4,194	5,664	4,064	2,546	3,550	3,144	1,755	2,152	28,505	
778		2,203	3,424	2,257	1,206	2,604	2,051	1,093	1,743	17,359	
655		1,895	2,874	2,149	1,108	2,448	1,801	1,011	1,645	15,586	
661		2,087	2,782	1,967	1,226	1,964	1,747	910	1,657	15,001	
722		2,142	2,803	2,176	1,109	2,053	1,808	951	2,436	16,200	
844		2,735	3,494	2,685	1,304	2,582	2,265	1,328	1,879	19,116	
860		2,987	4,021	3,338	1,456	2,985	3,106	1,355	2,524	22,632	
869		3,823	3,927	3,634	1,518	3,579	3,869	1,690	2,343	25,252	
1,015		3,467	3,546	4,748	2,403	3,619	3,529	1,855	2,150	26,332	
1,182		3,888	3,817	4,984	3,128	3,794	4,488	2,099	2,265	29,645	
1951		962	4,570	4,034	5,182	3,146	4,009	4,364	2,181	2,948	31,396
1952		1,207	4,176	5,000	5,941	3,217	3,974	4,690	3,071	3,459	34,735
1953		1,420	3,667	5,599	5,685	3,888	3,698	4,626	2,702	4,317	35,602
1954		1,451	3,801	5,394	5,236	5,204	3,432	4,932	2,977	4,132	36,559
1955		1,603	5,375	5,464	6,434	4,978	3,453	4,693	3,163	3,324	38,487
TRUCK COMBINATIONS		332	2,075	2,074	3,689	300	1,683	1,008	445	2,141	13,747
		504	3,479	3,837	6,478	556	2,554	1,629	808	3,516	23,361
		557	4,190	5,319	7,898	757	3,323	2,283	1,040	4,981	30,348
	720	3,393	5,211	6,231	879	2,730	2,826	1,258	5,232	28,480	
	723	3,213	5,096	6,233	999	2,547	2,845	1,073	5,706	28,435	
	769	3,070	5,563	6,205	1,138	2,469	2,339	1,261	7,023	29,837	
	902	3,501	5,547	6,721	1,028	3,059	2,358	1,424	9,781	34,321	
	1,152	4,480	7,143	7,396	1,457	4,003	3,197	2,136	11,003	41,967	
	1,327	5,293	8,484	9,779	1,929	4,847	4,726	2,408	12,440	51,233	
	1,491	6,083	9,134	11,675	2,297	5,683	6,345	3,244	12,283	58,235	
	1,800	8,776	9,594	14,274	3,627	6,800	6,241	4,295	13,021	68,428	
	2,494	10,698	13,696	21,554	4,844	8,237	8,560	5,946	15,416	91,445	
	2,278	11,012	13,044	22,201	4,738	9,048	9,502	7,555	17,628	95,006	
	2,635	10,713	14,690	19,419	5,024	10,240	10,205	7,573	16,775	97,274	
	1953	3,000	11,948	19,067	25,698	6,697	11,074	10,081	8,424	15,219	111,208
	1954	2,939	12,123	16,919	21,406	6,512	12,519	11,527	8,590	14,807	107,342
	1955	3,461	11,327	17,116	25,775	8,409	12,039	15,367	8,465	13,604	115,563

**CLASSIFIED ESTIMATE OF TRAVEL BY MOTOR VEHICLES, 1936-1955**  
**TRAVEL IN EACH CALENDAR YEAR IN MILLION VEHICLE-MILES**

TABLE VM-201  
SHEET 1 OF 2

ITEM	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945
Passenger cars (including taxicabs):										
Rural travel	99,327	106,399	107,786	113,980	120,540	134,045	101,171	72,891	75,392	90,926
Urban travel	109,327	117,068	116,388	121,649	129,060	141,794	118,132	90,278	91,752	109,472
Total	208,654	223,467	224,174	235,629	249,600	275,839	219,303	163,169	167,144	200,398
Buses:										
Commercial buses:										
Rural travel	733	771	771	771	808	878	1,036	1,139	1,327	1,328
Urban travel	1,031	1,083	1,083	1,085	1,136	1,234	1,456	1,601	1,866	1,864
Total	1,764	1,854	1,854	1,856	1,944	2,112	2,492	2,740	3,193	3,192
School and non-revenue buses:										
Rural travel	542	573	588	627	640	635	573	562	545	577
Urban travel	61	65	66	71	73	73	65	63	61	65
Total	603	638	654	698	713	708	638	625	606	642
All buses:										
Rural travel	1,275	1,344	1,359	1,398	1,448	1,513	1,609	1,701	1,872	1,905
Urban travel	1,092	1,148	1,149	1,156	1,209	1,307	1,521	1,664	1,927	1,929
Total	2,367	2,492	2,508	2,554	2,657	2,820	3,130	3,365	3,799	3,834
All passenger vehicles:										
Rural travel	100,602	107,743	109,145	115,378	121,988	135,558	102,780	74,592	77,264	92,831
Urban travel	110,419	118,216	117,537	122,805	130,269	143,101	119,653	91,942	93,679	111,401
Total	211,021	225,959	226,682	238,183	252,257	278,659	222,433	166,534	170,943	204,232
Trucks and combinations:										
Rural travel	22,076	24,295	25,768	27,771	30,207	34,463	27,209	24,610	24,699	27,181
Urban travel	19,031	19,856	18,727	19,448	19,724	20,490	18,582	17,048	17,071	18,760
Total	41,107	44,151	44,495	47,219	49,931	54,953	45,791	41,658	41,770	45,941
All motor vehicles:										
Rural travel	122,678	132,038	134,913	143,149	152,195	170,021	129,989	99,202	101,963	120,012
Urban travel	129,450	138,072	136,264	142,253	149,993	163,591	138,235	108,990	110,750	130,161
Total	252,128	270,110	271,177	285,402	302,188	333,612	268,224	208,192	212,713	250,173





CLASSIFIED ESTIMATE OF TRAVEL BY MOTOR VEHICLES IN THE UNITED STATES, FOR SELECTED YEARS

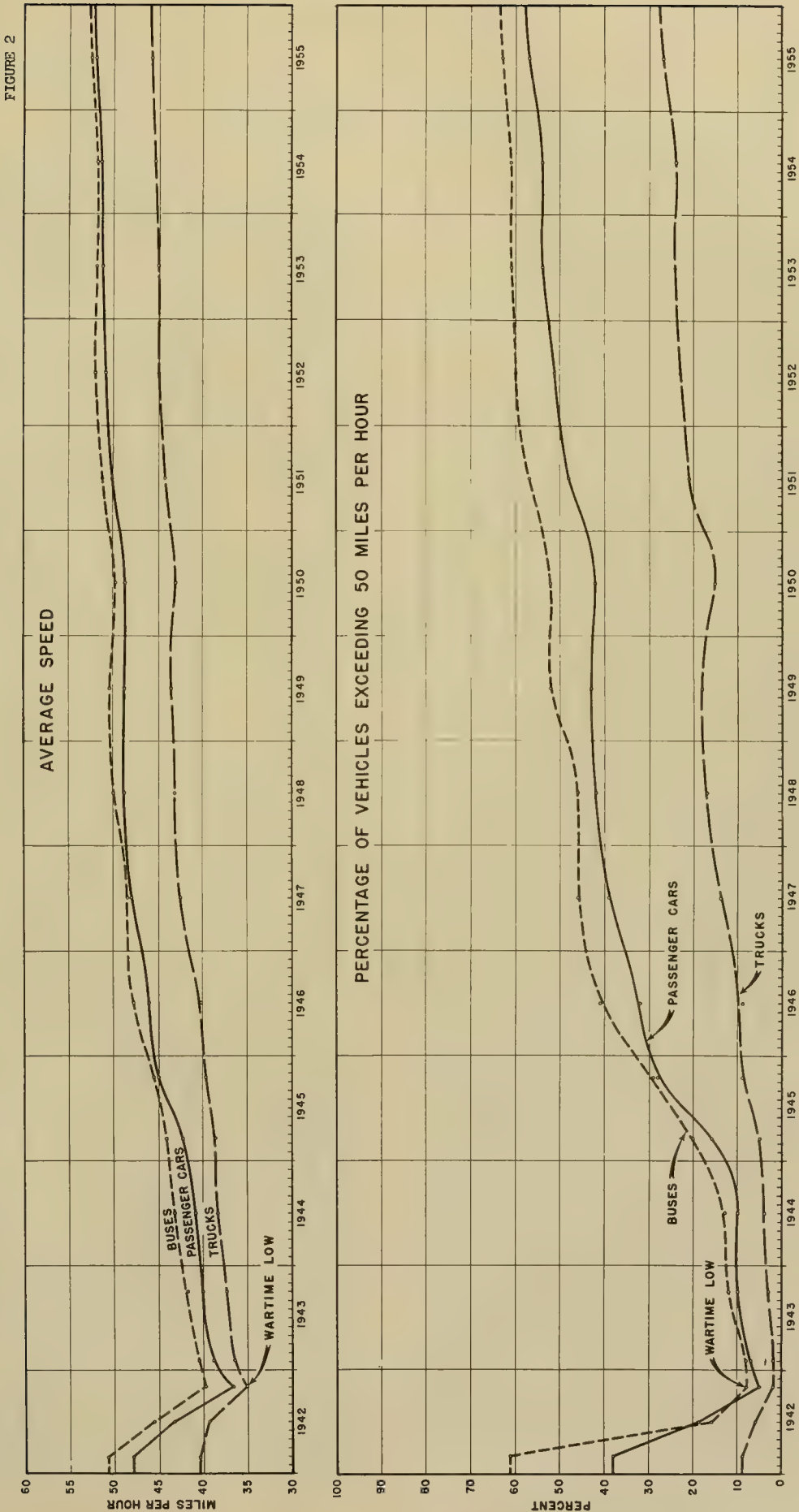
WM-201-A, 1955

ITEM	UNIT	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1954	1955
<b>PASSENGER VEHICLES:</b>																
Passenger cars, including taxicabs																
a. Total travel	million vehicle-miles	208,654	223,167	224,174	235,629	249,600	275,839	219,303	163,169	167,144	200,398	280,597	300,440	319,665	450,605	487,540
b. Number of registered vehicles	thousands	24,201	25,490	25,272	26,252	27,488	29,691	27,970	26,005	25,562	25,769	28,209	30,872	33,394	43,413	52,092
c. Average travel per vehicle	miles	8,622	8,767	8,870	9,076	9,080	9,290	7,484	6,275	6,539	7,771	9,947	20,086	9,573	9,308	9,359
d. Total fuel consumption	million gallons	13,648	14,617	14,663	15,412	16,323	18,031	14,488	10,821	11,108	13,323	18,759	20,086	21,369	30,915	33,548
e. Average fuel consumption per vehicle	gallons	564	573	580	587	594	607	516	416	435	517	665	651	640	639	644
f. Average per gallon consumed	miles	15.29	15.30	15.29	15.29	15.29	15.30	15.20	15.08	15.03	15.03	14.96	14.95	14.96	14.57	14.53
<b>Buses</b>																
<b>Commercial</b>																
a. Total travel	million vehicle-miles	1,764	1,854	1,854	1,856	1,944	2,112	2,492	2,740	3,193	3,192	3,401	3,560	3,548	3,196	3,256
b. Number of registered vehicles	thousands	49	51	51	52	54	59	69	76	80	83	80	89	92	83	96
c. Average travel per vehicle	miles	36,000	36,353	36,353	35,692	36,000	35,797	36,116	36,053	39,913	38,458	42,513	40,000	38,565	38,506	33,917
d. Total fuel consumption	million gallons	320	340	343	347	367	402	484	543	639	638	680	712	709	639	651
e. Average fuel consumption per vehicle	gallons	6,531	6,667	6,725	6,673	6,796	6,814	7,014	7,145	7,968	7,687	8,500	8,000	7,707	7,699	6,781
f. Average per gallon consumed	miles	5.51	5.45	5.41	5.35	5.30	5.25	5.15	5.05	5.00	5.00	5.00	5.00	5.00	5.00	5.00
<b>School and Non-Revenue</b>																
a. Total travel	million vehicle-miles	603	638	654	698	713	708	638	625	606	642	652	691	735	1,212	1,251
b. Number of registered vehicles	thousands	72	80	82	87	89	88	80	78	76	80	82	87	92	150	159
c. Average travel per vehicle	miles	8,040	7,975	7,976	8,023	8,011	8,045	7,975	8,013	7,974	8,025	7,951	7,943	7,989	8,080	7,868
d. Total fuel consumption	million gallons	88	96	96	103	103	103	96	96	96	96	96	96	96	116	120
e. Average fuel consumption per vehicle	gallons	773	763	768	770	775	784	775	769	763	775	768	759	772	773	755
f. Average per gallon consumed	miles	10.40	10.45	10.39	10.42	10.34	10.26	10.29	10.42	10.45	10.35	10.35	10.47	10.35	10.45	10.42
<b>All Buses</b>																
a. Total travel	million vehicle-miles	2,367	2,492	2,508	2,554	2,657	2,820	3,130	3,365	3,799	3,834	4,053	4,251	4,283	4,408	4,507
b. Number of registered vehicles	thousands	124	131	133	139	143	147	149	154	156	163	162	176	184	233	255
c. Average travel per vehicle	miles	19,069	19,023	18,977	18,374	18,590	19,184	21,007	21,851	24,353	23,921	25,019	24,153	23,277	18,918	17,675
d. Total fuel consumption	million gallons	3,048	3,061	3,053	2,978	3,049	3,204	3,664	3,916	4,468	4,594	4,566	4,420	4,239	3,240	3,240
e. Average fuel consumption per vehicle	gallons	6.26	6.21	6.18	6.17	6.09	5.99	5.73	5.58	5.45	5.48	5.46	5.46	5.49	5.84	5.84
f. Average per gallon consumed	miles	15.03	15.05	15.05	15.04	15.04	15.06	14.84	14.57	14.48	14.57	14.60	14.60	14.62	14.37	14.33
<b>All Passenger Vehicles</b>																
a. Total travel	million vehicle-miles	211,021	225,959	226,682	238,183	252,257	278,659	222,433	166,534	170,943	204,232	284,650	304,691	323,948	455,013	492,047
b. Number of registered vehicles	thousands	24,325	25,621	25,405	26,391	27,631	29,838	28,119	26,159	25,718	25,952	28,371	31,048	33,578	48,646	52,347
c. Average travel per vehicle	miles	8,675	8,819	8,923	9,025	9,129	9,339	7,910	6,366	6,647	7,870	10,033	9,814	9,648	9,354	9,400
d. Total fuel consumption	million gallons	14,026	15,018	15,069	15,826	16,759	18,502	14,974	11,424	11,805	14,023	19,502	20,864	22,149	31,670	34,319
e. Average fuel consumption per vehicle	gallons	577	586	593	600	607	620	533	437	459	540	687	672	660	651	656
f. Average per gallon consumed	miles	15.03	15.05	15.05	15.04	15.04	15.06	14.84	14.57	14.48	14.57	14.60	14.60	14.62	14.37	14.33
<b>TRUCKS AND COMBINATIONS</b>																
a. Total travel	million vehicle-miles	41,107	44,151	44,495	47,219	49,931	54,953	45,791	41,658	41,770	45,941	56,230	66,203	74,009	105,844	111,397
b. Number of registered vehicles	thousands	4,071	4,301	4,285	4,495	4,699	5,112	4,762	4,611	4,642	4,956	5,839	6,650	7,379	9,726	10,413
c. Average travel per vehicle	miles	10,098	10,265	10,384	10,505	10,626	10,750	9,616	9,034	8,998	9,270	9,630	9,955	10,030	10,883	10,697
d. Total fuel consumption	million gallons	4,003	4,365	4,465	4,807	5,156	5,754	4,889	4,534	4,576	5,055	6,068	7,243	8,189	12,541	13,308
e. Average fuel consumption per vehicle	gallons	983	1,015	1,042	1,069	1,097	1,126	1,027	983	986	1,020	1,039	1,089	1,110	1,289	1,278
f. Average per gallon consumed	miles	10.27	10.11	9.97	9.83	9.69	9.55	9.36	9.19	9.13	9.09	9.27	9.14	9.04	8.44	8.37
<b>ALL MOTOR VEHICLES</b>																
a. Total travel	million vehicle-miles	252,128	270,110	271,177	285,402	302,188	333,612	268,224	208,192	212,713	250,173	340,880	370,894	397,957	560,857	603,434
b. Number of registered vehicles	thousands	28,396	29,792	29,690	30,886	32,330	34,950	32,881	30,760	30,360	30,908	34,210	37,688	40,957	58,372	62,760
c. Average travel per vehicle	miles	8,879	9,027	9,134	9,240	9,347	9,545	8,157	6,766	7,006	8,094	9,664	9,810	9,716	9,608	9,615
d. Total fuel consumption	million gallons	18,029	19,383	19,548	20,633	21,915	24,266	19,683	15,958	16,381	19,078	25,570	28,107	30,358	44,211	47,623
e. Average fuel consumption per vehicle	gallons	635	648	658	668	678	694	604	519	540	617	747	746	741	1,217	1,279
f. Average per gallon consumed	miles	13.56	13.93	13.88	13.83	13.79	13.75	13.90	13.04	12.97	13.12	13.34	13.13	13.11	12.69	12.67

1/ Complete information for years 1949-53 is not available.



SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE







# HIGHWAY FINANCE

Until the last decade of the nineteenth century, road construction was almost exclusively a function of local governments. As use of the automobile became more general, the demand for better roads exceeded the ability of local units to finance substantial improvement programs. Aware of the need for State action, New Jersey in 1891 began to appropriate State-aid funds to its counties for road construction. Other States followed suit and by 1917 all States had some kind of highway aid to counties. Initial revenues from vehicle taxation and from general levies or property taxes were supplemented by income received from State bond issues.

In order to complete the partnership, the Federal Government has made its contribution to the improvement of the Nation's highways through Federal grants, to be matched by State funds, beginning in 1916.

## STATE AND LOCAL HIGHWAY FINANCE

The progress that has been made in improving the Nation's highways since 1921 is the result of the combined efforts of Federal, State, and local governments. Although Federal and State governments have provided the major share of highway funds for main highways and the more important local roads, local units have spent substantial amounts for roads and streets under their jurisdiction.

Tables HF-201 and HF-202 show highway income and expenditures on all roads and streets by all levels of government—Federal, State, and local. These tables show how income and expenditures for highways increased gradually during the 1920's and declined in the depression years of the 1930's. Increased Federal funds (including funds from the Public Works Administration, the Works Progress Administration, and other relief agencies) accounted for a second surge of highway construction activity from 1936 to 1941. The third period of intensified highway construction commenced immediately after World War II. Construction costs had increased 99 percent between 1938 and 1955, however, and so the tripling of expenditures resulted in an increase of only 50 percent in actual construction.

Separate highway finance data for the local government units are not included in this bulletin but can be obtained from the Highway Statistics annual bulletin series.

## STATE HIGHWAY FINANCE

The principal sources of revenue available to the States for highways are the highway-user taxes. They are defined as special taxes or fees (other than a toll for use of a specific facility) paid by motor-vehicle users because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers. Property, sales, or other taxes paid by the public are not included in this group.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to particular highway purposes. A number of States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues, including those from highway users, for general purposes. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle fees, and motor-carrier taxes in proportion to the revenue received from each of these sources.

Table DF-201 records by national totals the proceeds of the individual highway-user taxes and their eventual allocation for specific purposes since 1925. Revenues available for distribution correspond with those listed in tables G-201, MV-202, and SF-201 for the same years. Since 1929, motor-fuel tax revenues have consistently exceeded motor-vehicle and motor-carrier receipts. The total amount of highway-user revenues available for distribution has increased from \$405,699,000 in 1925 to \$4,014,449,000 in 1955.

Tables SF-201 and SF-202 summarize for the years 1914-55 the annual receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income (including Federal aid) available to the States for highways. Also included are the transactions of toll facilities operated by State and quasi-State agencies.

In addition to showing the increasing amounts of funds available to the States for highways, table SF-201 reveals the varied emphasis on specific revenue sources. In the earlier years, property taxes and funds transferred from local governments were of importance. In recent years, property taxes have disappeared as a State highway income source, and funds from local governments represent less than 2 percent of the

total funds available. Since 1924, highway-user taxes have accounted for more than half of the moneys available for all highway purposes. Other important sources of construction funds are Federal aid and bond sales.

The construction and maintenance expenditures for State highways, shown in combination in table SF-202, are given separately by States in tables SE-201 and SE-202 for 1921 and subsequent years. Table SF-204 shows construction expenditures with income from bonds issued for construction, Federal moneys, and a balancing amount of "other current funds" (chiefly highway-user revenues) for 5-year intervals from 1916 through 1955.

#### TOLL FACILITY FINANCE

The inadequacy of the Nation's highways, together with the inability of many States to raise sufficient revenues from existing tax structures, has caused a number of the States to resort to toll financing. This movement gained impetus in the early postwar years. Toll road bond issues for the years 1935-55, classified according to the nature of the security pledged, are listed in table SB-201-A. The predominance of revenue bonds, secured only by tolls of the facilities concerned, reflects the intention of the States to make these facilities self-supporting. Since toll facilities financed by revenue bonds are restricted to locations that are financially feasible, the limitations of this method have precluded its general acceptance as a solution to the highway problem.

Figure 9 shows the increase in bonds issued for toll facilities compared with those issued for toll-free (State-administered) highways for the 1947-55 period. In 1954, the peak year, \$2,130 million of toll bonds

were issued, whereas the corresponding amount of State bonds issued was \$235 million. Figure 5 compares capital outlay for toll and toll-free roads from 1946 to 1955.

#### STATE OBLIGATIONS FOR HIGHWAYS

The gross State highway debt issued or assumed from 1890 through 1955 exceeded \$9.7 billion. These obligations, classified by type, are reported by years in table HB-101 and by States in table SB-201. Table HB-101 also lists annual amounts of local highway bonds issued for rural and urban units, the latter since 1940, totaling slightly under \$5.9 billion.

General obligation highway bonds, secured by the State's full faith and credit, have been sold each year since 1906. In the past 20 years, a number of States have issued limited obligation bonds; these bonds, although lacking a pledge of the State's full faith and credit, are backed by specific highway-user tax revenues (usually the income from motor-fuel taxes). Toll road and bridge bonds, secured solely by toll facility revenues, have accounted for about 44 percent of all State obligations, compared with 37 percent for general obligation bonds for the period, 1890-1955. However, 58 percent of all toll revenue bonds were sold in the 3-year period 1953-55.

Table SB-202 records both State and toll obligations for highways, including local obligations assumed by the States as reimbursement for the cost of highways now on the State system. This table does not include accrued interest or the discount or premium on sale of bonds, and therefore does not agree with the receipts and expenditures for debt service as shown in tables SF-201 and SF-202.



COMPLETED FROM REPORTS OF STATE AUTHORITIES

COMPILED FROM REPORTS ON STATE MOTORVEHICLES										FOR STATE HIGHWAY PURPOSES										FOR LOCAL ROADS AND STREETS										FOR NONHIGHWAY PURPOSES									
YEAR	CLASSIFICATION OF RECEIPTS	NET TOTAL RECEIPTS	ADJUSTMENTS DUE TO UNRECORDED TRANSFERS, ETC.	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY USER REVENUES	NET FUNDS DISBURSED	CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION				STATE POLICE AND SAFETY	SERVICE OF OBSTRUCTIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS	CITY STREETS	SERVICE OF OBSTRUCTIONS FOR LOCAL ROADS	TOTAL	TO STATE AND LOCAL GENERAL FUNDS	RELIEF OF UNEMPLOYMENT OR DESTITUTION	EDUCATION	OTHER PURPOSES	TOTAL																		
						STATE HIGHWAY SYSTEMS	PARK, FOREST, AND OTHER STATE ROADS	ADMINISTRATION	MAINTENANCE																														
Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars																		
1925	MOTOR-FUEL	148,358	-2,866	145,492	217	145,275	97,149	4,980	102,129	31,849	3,988	36,710	5,276	-	1,160	-	6,436	-	-	-	-	6,436																	
	MOTOR-VEHICLE	260,583	-376	260,207	11,749	271,956	179,214	18,300	190,499	88,397	824	89,921	8,281	-	1,160	-	7,119	-	-	-	-	7,119																	
	TOTAL	408,941	-3,242	405,699	11,966	417,665	276,363	23,280	300,668	120,246	3,988	126,631	13,557	-	2,320	-	13,557	-	-	-	-	13,557																	
1926	MOTOR-FUEL	187,603	-	187,603	239	187,364	129,545	4,330	133,875	43,609	5,450	49,068	2,214	-	1,307	-	3,521	-	-	-	-	3,521																	
	MOTOR-VEHICLE	288,236	-46	288,190	16,111	304,301	190,794	23,472	217,827	95,311	5,777	123,599	5,596	-	1,307	-	3,582	-	-	-	-	3,582																	
	TOTAL	475,839	-46	475,793	16,350	514,094	320,339	27,802	348,633	138,920	11,557	172,630	11,193	-	2,614	-	6,933	-	-	-	-	6,933																	
1927	MOTOR-FUEL	258,957	-196	258,761	500	259,261	184,354	9,880	149,381	55,440	3,259	152,631	4,111	-	4,559	-	5,338	-	-	-	-	5,338																	
	MOTOR-VEHICLE	300,872	-449	300,423	14,876	315,299	189,845	26,548	288,751	109,018	3,757	292,509	3,866	-	4,559	-	3,053	-	-	-	-	3,053																	
	TOTAL	559,829	-645	559,184	14,876	574,588	374,199	26,428	437,532	164,450	7,016	345,140	8,017	-	9,118	-	8,391	-	-	-	-	8,391																	
1928	MOTOR-FUEL	302,574	-837	301,737	695	302,432	201,265	17,620	284,812	60,399	9,094	293,906	6,475	-	7,763	-	8,345	-	-	-	-	8,345																	
	MOTOR-VEHICLE	322,517	-92	322,425	15,180	337,605	209,186	17,620	320,025	117,780	9,701	232,325	3,722	-	7,763	-	12,046	-	-	-	-	12,046																	
	TOTAL	625,091	-929	624,162	15,875	640,037	410,451	35,240	604,837	178,170	18,792	516,231	10,197	-	15,526	-	20,391	-	-	-	-	20,391																	
1929	MOTOR-FUEL	431,636	-282	431,354	778	432,132	298,178	23,372	308,550	85,114	13,596	322,146	956	-	9,270	-	10,316	-	-	-	-	10,316																	
	MOTOR-VEHICLE	437,597	-101	437,496	17,448	454,944	223,398	33,184	421,760	168,881	593	252,969	4,381	-	9,270	-	4,381	-	-	-	-	4,381																	
	TOTAL	869,233	-383	868,851	17,626	887,126	521,576	56,556	570,694	254,095	27,387	575,115	1,357	-	18,540	-	14,697	-	-	-	-	14,697																	
1930	MOTOR-FUEL	494,683	-61	494,622	1,122	495,744	339,185	26,508	469,238	109,792	11,894	481,132	1,426	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	355,590	-61	355,529	19,197	374,726	222,146	36,707	338,029	170,074	19,450	357,479	1,463	-	13,404	-	4,963	-	-	-	-	4,963																	
	TOTAL	850,273	-122	850,151	20,319	870,470	561,331	63,215	607,267	280,865	31,347	615,554	2,886	-	26,804	-	16,160	-	-	-	-	16,160																	
1931	MOTOR-FUEL	537,989	-146	537,843	2,789	538,632	354,213	4,616	367,047	104,074	19,450	386,497	2,113	-	12,904	-	18,399	-	-	-	-	18,399																	
	MOTOR-VEHICLE	601,353	-182	601,171	23,063	624,234	354,977	4,616	629,120	204,126	20,080	578,136	7,399	-	13,119	-	5,201	-	-	-	-	5,201																	
	TOTAL	1,139,342	-328	1,139,014	25,852	1,162,866	709,190	9,232	996,167	308,200	39,530	944,624	9,512	-	26,023	-	23,600	-	-	-	-	23,600																	
1932	MOTOR-FUEL	514,139	-52	514,087	3,121	515,208	302,032	1,040	316,168	94,074	16,776	332,944	1,446	-	9,585	-	4,815	-	-	-	-	4,815																	
	MOTOR-VEHICLE	839,243	-892	838,351	20,707	859,058	458,040	5,597	864,647	171,586	17,894	1,036,232	8,116	-	14,522	-	76,747	-	-	-	-	76,747																	
	TOTAL	1,353,382	-944	1,352,438	22,828	1,374,266	760,072	6,637	1,220,816	265,654	34,670	1,393,180	9,562	-	24,117	-	81,483	-	-	-	-	81,483																	
1933	MOTOR-FUEL	519,403	-5,389	514,014	3,264	517,278	277,639	12	530,669	109,792	11,894	4,071	125,757	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	301,314	-221	301,093	27,025	328,118	124,658	575	327,543	64,000	6,000	333,543	6,935	-	13,404	-	4,963	-	-	-	-	4,963																	
	TOTAL	820,717	-5,610	815,107	27,025	845,396	402,297	623	562,212	173,792	17,894	4,071	132,701	-	26,804	-	20,160	-	-	-	-	20,160																	
1934	MOTOR-FUEL	566,642	-1,502	565,140	3,273	568,413	249,345	2,164	570,577	112,916	18,863	6,560	130,339	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	397,260	-2,067	395,193	22,604	417,797	119,407	601	416,796	76,136	5,967	482,833	8,116	-	9,585	-	4,815	-	-	-	-	4,815																	
	TOTAL	963,902	-3,569	961,333	25,877	986,210	368,742	2,765	987,373	189,052	24,820	11,425	136,172	-	23,000	-	20,012	-	-	-	-	20,012																	
1935	MOTOR-FUEL	619,677	-4,096	615,581	5,136	620,717	268,037	3,285	623,992	123,400	20,855	6,272	150,547	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	322,974	-10,466	312,508	28,594	341,102	113,582	8,633	332,469	64,000	6,000	338,469	6,935	-	13,404	-	4,963	-	-	-	-	4,963																	
	TOTAL	942,651	-14,562	928,139	33,730	961,819	381,619	11,918	956,461	187,400	26,855	11,457	161,129	-	26,804	-	20,160	-	-	-	-	20,160																	
1936	MOTOR-FUEL	691,420	-8,346	683,074	6,227	689,301	288,155	1,059	690,360	130,184	28,770	7,280	167,252	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	359,763	-1,727	358,036	28,651	386,687	126,400	520	386,187	92,674	6,698	4,071	132,701	-	9,585	-	4,815	-	-	-	-	4,815																	
	TOTAL	1,051,183	-10,073	1,041,110	34,878	1,076,037	414,555	1,588	1,076,547	222,858	35,468	11,351	180,953	-	23,000	-	20,012	-	-	-	-	20,012																	
1937	MOTOR-FUEL	761,998	5,469	767,467	6,796	774,263	351,924	3,732	778,000	147,872	33,000	1,990	172,898	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	399,613	11,847	411,460	31,889	443,349	163,422	4,302	439,047	91,310	12,135	1,620	104,885	-	9,585	-	4,815	-	-	-	-	4,815																	
	TOTAL	1,161,611	17,316	1,178,927	38,685	1,217,712	515,346	8,034	1,217,047	239,182	45,132	3,610	277,783	-	23,000	-	20,012	-	-	-	-	20,012																	
1938	MOTOR-FUEL	771,764	-1,894	769,870	7,549	777,414	314,244	6,644	784,058	137,750	27,681	3,954	169,366	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	388,425	399	389,224	32,987	422,211	142,175	3,818	418,393	90,544	14,597	1,267	108,939	-	9,585	-	4,815	-	-	-	-	4,815																	
	TOTAL	1,160,189	-1,495	1,159,094	38,536	1,201,625	456,419	10,462	1,202,251	228,304	42,279	5,272	278,305	-	23,000	-	20,012	-	-	-	-	20,012																	
1939	MOTOR-FUEL	821,656	-5,027	816,629	6,913	823,542	363,705	2,846	826,388	148,039	32,213	1,759	188,005	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	412,494	-20,450	392,044	34,236	426,274	160,532	1,521	424,753	92,674	14,041	1,536	110,851	-	9,585	-	4,815	-	-	-	-	4,815																	
	TOTAL	1,234,150	-25,477	1,208,673	40,149	1,249,816	524,237	4,367	1,250,641	240,713	46,254	3,295	298,856	-	23,000	-	20,012	-	-	-	-	20,012																	
1940	MOTOR-FUEL	870,136	-3,877	866,259	7,423	873,682	408,936	2,006	875,688	151,146	36,359	5,909	202,956	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	439,173	-2,073	437,100	35,944	473,044	160,532	997	472,047	101,492	14,692	1,931	118,115	-	9,585	-	4,815	-	-	-	-	4,815																	
	TOTAL	1,309,309	-5,950	1,303,359	41,367	1,346,726	569,468	2,999	1,347,735	252,638	51,051	7,840	321,071	-	23,000	-	20,012	-	-	-	-	20,012																	
1941	MOTOR-FUEL	957,312	-9,274	948,038	7,842	955,880	440,936	2,576	958,456	162,683	37,951	4,679	224,629	-	13,404	-	15,197	-	-	-	-	15,197																	
	MOTOR-VEHICLE	490,666	-7,682	482,984	34,141	517,125	160,532	1,572	515,593	101,492	14,692	1,931	118,115	-	9,585	-	4,815	-	-	-	-	4,815																	
	TOTAL	1,447,978	-16,956	1,431,022	41,983	1,472,005	601,468	4,148	1,474,049	264,175	52,642	6,611	342,744	-	23,000	-	20,012	-	-	-	-	20,012																	



## DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS, 1925-1955

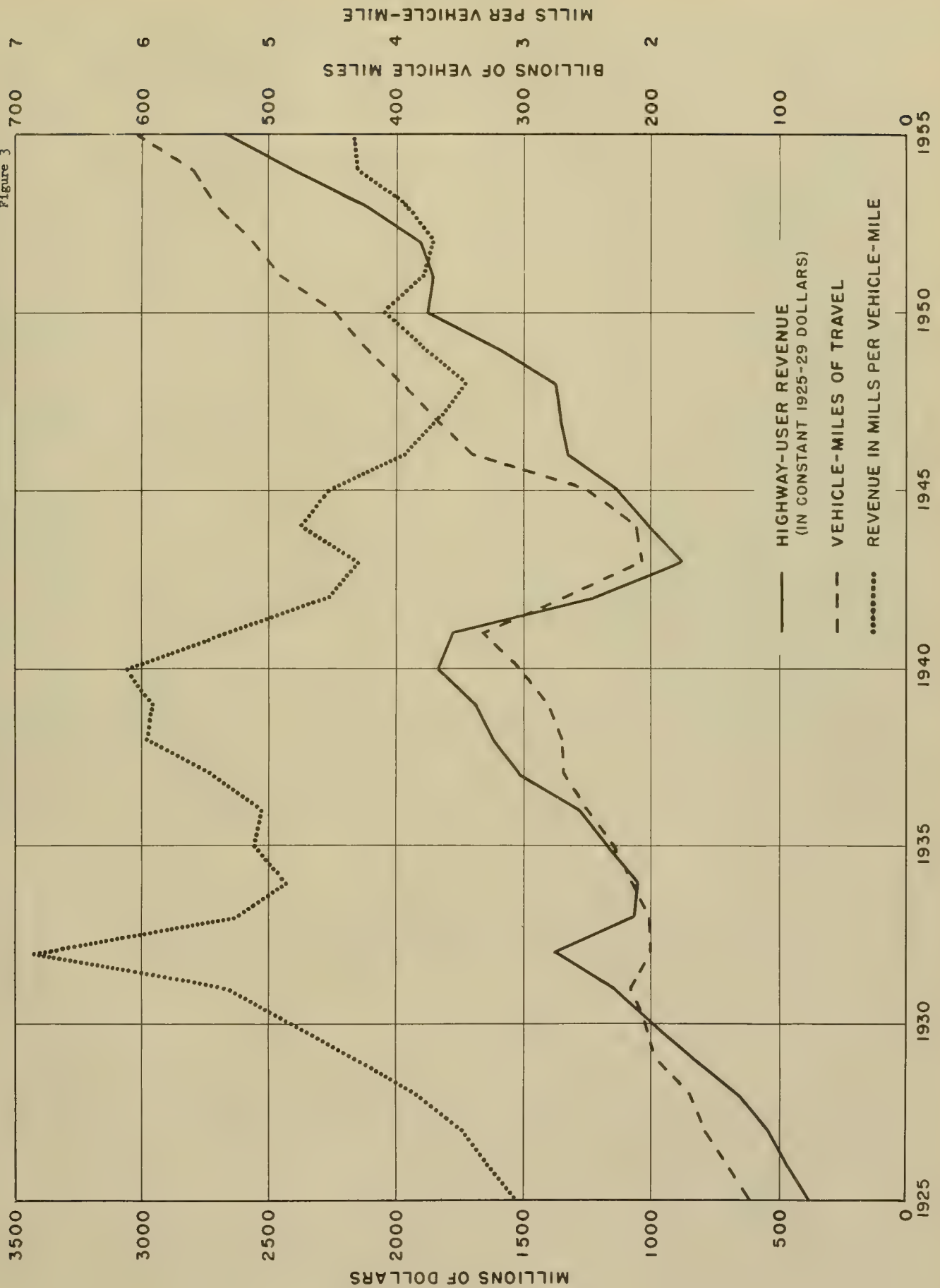
TABLE DF-201  
SHEET 2 OF 2

YEAR	CLASSIFICATION OF RECEIPTS	NET RECEIPTS OF RECEIPTS OF CALENDAR YEAR	ADJUST- MENTS DUE TO UNRE- COVERED FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DIS- TRIBUTION BY THE STATE	FOR COL- LECTION AND ADMINIS- TRATION OF HIGHWAY- USER REVENUES	FOR STATE HIGHWAY PURPOSES					FOR LOCAL ROADS AND STREETS					FOR NONHIGHWAY PURPOSES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
						CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	TO STATE AND LOCAL GENERAL FUNDS	RELIEF OF UNEMPLOY- MENT OR REHABILITATION	EDUCATION	OTHER PURPOSES	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
						STATE HIGHWAY SYSTEMS	PARK, PORT AND OTHER STATE ROADS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
1942	MOTOR-FUEL	844,855	10,446	7,119	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000



# HIGHWAY-USER REVENUES AND MOTOR-VEHICLE TRAVEL, 1925-1955

Figure 3



## DEDICATION OF HIGHWAY REVENUE

On November 2, 1920, the Minnesota electorate approved a State constitutional amendment limiting the purpose for which State highway-user taxes might be expended—the first State to do so. It was not until 1928 that Kansas became the second State to approve another such amendment. The third “anti-diversion” amendment was approved by Colorado in 1934. Since then, 24 additional States, including Wyoming in 1954, and Louisiana and Montana in 1956, have approved anti-diversion amendments, bringing the total to 27. Most of the amendments include an outright prohibition against the use of road-user taxes for purposes other than the construction, maintenance, and administration of highways. A few of the amendments, however, contain exceptions such as that of Texas, where there is a prior constitutional provision requiring that 25 percent of certain tax revenues be used for education.

Constitutional amendments are effective in limiting diversion of road-user taxes, but it should not be overlooked that in many States where such amendments do not exist, all or substantially all revenues from road-user taxes are expended for highways. In quite a few of the latter group of States, there exists a feeling that the principle of dedication of road-user revenues for highway purposes is so well established that the passage of anti-diversion amendments would have little or no effect on the States’ policies. A list of States with anti-diversion amendments appears in the next column.

(The citation given for Missouri superseded the earlier Sec. 44a, adopted November 6, 1928.)

<u>State</u>	<u>Constitutional Citation</u>	<u>Date</u>
Alabama	Art. XCIII	Nov. 4, 1952
Arizona	Art. IX, Sec. 14	Nov. 4, 1952
California	Art. XXVI	Nov. 8, 1938
Colorado	Art. X, Sec. 18	Nov. 6, 1934
Georgia	Art. VII, Sec. 9	Nov. 4, 1952
Idaho	Art. VII, Sec. 17	Nov. 5, 1940
Iowa	Art. VII, Sec. 8	Nov. 3, 1942
Kansas	Art. XI, Secs. 5 & 10	Nov. 6, 1928
Kentucky	Sec. 230	Nov. 6, 1945
Louisiana	Art. VI, Sec. 23	Apr. 17, 1956
Maine	Art. IX, Sec. 22	Sept. 11, 1944
Massachusetts	Art. 78	Nov. 2, 1948
Michigan	Art. X, Sec. 22	Nov. 8, 1938
Minnesota	Art. XVI, Sec. 3	Nov. 2, 1920
Missouri	Art. IV, Sec. 30	Feb. 27, 1945
Montana	Art. XII, Sec. 1	Nov. 6, 1956
Nevada	Art. IX, Sec. 5	Nov. 5, 1940
New Hampshire	Art. VIa	Nov. 8, 1938
North Dakota	Art. LVI	June 25, 1940
Ohio	Art. XII, Sec. 5a	Nov. 4, 1947
Oregon	Art. IX, Sec. 3	Nov. 3, 1942
Pennsylvania	Art. IX, Sec. 18	Nov. 6, 1945
South Dakota	Art. XI, Sec. 8	Nov. 5, 1940
Texas	Art. VIII, Sec. 7a	Nov. 5, 1946
Washington	Art. II, Sec. 40	Nov. 7, 1944
West Virginia	Art. VI, Sec. 52	Nov. 3, 1942
Wyoming	Art. XV	Nov. 2, 1954



## SUMMARY OF STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS J

TABLE SF-201

YEAR	RECEIPTS FROM CURRENT STATE IMPOSTS										OTHER RECEIPTS					TOTAL RECEIPTS	YEAR		
	HIGHWAY-USER REVENUE				ROAD, BRIDGE, AND FERRY TOLLS 3/	PROPERTY TAXES	APPROPRIATIONS FROM GENERAL FUNDS 4/	OTHER STATE IMPOSTS 5/	TOTAL	FEDERAL FUNDS		FUNDS TRANSFERRED FROM LOCAL GOVERNMENTS	RECEIPTS FROM ISSUE OF BONDS, NOTES, ETC. 6/	MISCELLANEOUS RECEIPTS 7/					
	MOTOR-VEHICLE REGISTRATION FEES, ETC.	MOTOR-CARRIER TAXES 2/	TOTAL	BUREAU OF PUBLIC ROADS						OTHER AGENCIES									
											1,000 Dollars				1,000 Dollars			1,000 Dollars	1,000 Dollars
PRIOR TO 1914	-	22,138	-	22,138	-	-	35,042	-	-	57,180	-	-	34,300	96,158	-	130,458	1,000 Dollars	187,638	PRIOR TO 1914
1914	-	12,385	-	12,385	-	-	26,160	-	-	38,545	-	-	25,194	11,684	-	36,878	-	75,423	1914
1915	-	18,248	-	18,248	-	-	20,104	-	-	38,352	-	-	27,023	25,319	-	52,342	-	90,694	1915
1916	-	25,866	-	25,866	-	-	23,015	-	-	48,881	-	-	33,527	4,809	-	38,336	-	87,217	1916
1917	-	37,504	-	37,504	-	-	6,379	-	-	43,883	-	-	50,888	21,698	-	72,586	-	116,469	1917
1918	-	51,478	-	51,478	-	-	30,235	-	-	81,713	2,109	-	48,825	7,083	-	56,017	-	139,730	1918
1919	1,023	64,696	-	65,719	-	-	27,787	-	-	93,506	11,730	-	81,702	34,322	-	127,754	-	221,260	1919
1920	1,364	101,557	-	102,921	-	-	97,553	-	-	200,474	61,966	-	57,433	38,272	-	157,671	-	358,145	1920
1921	5,382	122,446	-	127,828	-	-	34,739	-	-	197,549	77,457	284	33,163	114,804	6,953	232,661	40,210	1921	
1922	12,703	151,761	-	164,464	-	-	29,976	-	-	230,325	79,741	-	94,758	143,004	8,236	325,739	556,064	1922	
1923	38,566	189,417	-	227,983	-	-	24,348	-	672	290,465	72,343	965	66,753	88,187	13,861	242,109	532,574	1923	
1924	80,442	224,832	-	305,274	-	-	18,283	20,084	1,120	344,761	91,401	1,569	87,998	101,653	10,661	293,282	638,043	1924	
1925	145,492	260,207	-	405,699	-	-	20,326	35,849	-	461,874	92,180	1,163	71,737	141,402	14,803	321,285	783,159	1925	
1926	187,603	288,282	-	475,885	-	-	18,279	29,868	-	525,142	79,163	-	97,974	137,846	13,223	300,206	825,348	1926	
1927	258,771	300,919	-	559,690	-	-	2,436	30,779	-	611,691	80,160	-	83,891	90,979	12,222	267,552	879,243	1927	
1928	304,397	322,485	-	626,882	-	-	11,956	42,468	-	684,494	80,798	454	86,710	133,484	12,158	313,604	998,098	1928	
1929	431,354	347,596	-	778,950	-	4,082	11,431	60,306	-	854,769	77,573	379	74,190	191,229	11,347	354,718	1,209,487	1929	
1930	494,622	355,519	522	850,663	-	11,878	11,182	32,136	-	905,859	93,644	467	60,609	222,288	13,986	390,994	1,296,853	1930	
1931	537,443	344,277	43	881,763	-	12,197	12,935	22,502	-	929,397	218,074	309	47,783	174,781	19,626	460,573	1,389,970	1931	
1932	514,077	324,274	-	838,351	-	15,485	10,885	22,068	-	886,789	136,857	2,000	24,611	104,650	14,214	282,332	1,169,121	1932	
1933	514,014	301,093	581	815,688	-	14,875	7,188	21,528	156	859,435	217,891	5,695	11,142	79,848	8,016	322,592	1,182,027	1933	
1934	565,140	309,327	9,250	883,717	-	15,978	4,709	6,633	273	911,310	340,665	14,147	9,914	103,060	9,551	477,337	1,388,647	1934	
1935	615,581	312,508	12,347	940,436	-	16,994	1,929	5,914	349	965,322	213,416	5,965	20,366	117,150	8,370	365,267	1,330,589	1935	
1936	683,074	361,510	13,411	1,057,995	-	19,732	1,377	3,756	455	1,083,315	330,688	12,048	14,447	134,235	9,153	507,571	1,590,886	1936	
1937	767,467	411,460	16,724	1,195,651	-	25,053	2,059	2,343	843	1,225,949	247,800	16,287	22,143	111,559	11,080	408,869	1,634,818	1937	
1938	769,870	389,224	16,664	1,175,758	-	25,004	1,697	5,473	1,292	1,209,224	192,426	5,250	15,713	145,967	9,706	369,662	1,578,286	1938	
1939	816,629	392,004	18,283	1,226,916	-	27,976	1,875	2,876	1,382	1,261,025	171,945	31,885	14,890	120,230	11,116	350,066	1,611,091	1939	
1940	866,259	437,105	17,718	1,321,082	-	31,034	3,330	2,582	1,249	1,359,277	168,531	27,608	11,613	202,286	11,156	421,194	1,780,471	1940	
1941	948,038	482,834	21,139	1,452,011	-	39,195	2,974	2,195	1,378	1,497,753	156,938	11,924	12,720	204,857	14,908	401,347	1,899,100	1941	
1942	855,271	444,897	21,223	1,321,391	-	36,908	1,793	4,342	1,498	1,365,932	147,047	7,883	6,751	33,029	11,582	206,292	1,572,224	1942	
1943	663,646	429,185	24,546	1,117,377	-	32,501	1,468	20,959	1,497	1,173,802	150,526	1,663	3,749	83,873	11,464	251,275	1,425,077	1943	
1944	684,944	426,018	25,942	1,136,904	-	35,760	1,282	5,723	1,614	1,181,283	91,179	739	3,593	72,189	12,082	179,782	1,361,065	1944	
1945	773,817	435,134	26,829	1,235,780	-	42,625	811	42,084	1,714	1,323,014	57,894	2,070	4,535	47,617	14,017	126,133	1,449,147	1945	
1946	1,046,374	525,675	30,755	1,602,804	-	57,463	708	116,170	2,153	1,779,298	146,034	1,196	17,700	150,036	13,639	328,605	2,107,903	1946	
1947	1,196,480	610,192	32,069	1,838,741	-	59,518	244	25,056	4,457	1,930,326	284,409	3,927	22,443	89,349	14,578	414,706	2,345,032	1947	
1948	1,348,122	695,958	36,966	2,081,046	-	64,536	362	60,311	18,956	2,225,211	362,462	2,390	29,345	312,773	18,064	725,034	2,950,245	1948	
1949	1,473,366	825,769	37,954	2,337,089	-	71,268	148	61,701	19,894	2,490,090	423,072	6,126	35,818	303,177	20,701	788,894	3,278,984	1949	
1950	1,652,295	892,449	42,335	2,537,079	-	81,039	149	20,782	23,060	2,742,109	411,328	14,259	43,456	440,117	22,118	901,278	3,631,387	1950	
1951	1,809,310	1,003,325	50,590	2,863,225	-	100,747	150	31,290	26,005	3,021,417	405,629	9,999	51,132	536,926	26,102	1,029,788	4,651,285	1951	
1952	1,958,182	1,072,501	63,367	3,094,050	-	136,030	-	25,056	23,620	3,278,756	470,697	14,576	56,073	798,625	32,579	1,372,550	4,951,306	1952	
1953	2,167,956	1,179,145	73,489	3,420,590	-	152,868	-	34,246	26,185	3,633,889	525,242	15,641	79,153	1,101,546	46,199	1,767,781	5,401,670	1953	
1954	2,301,750	1,346,837	-	3,648,587	-	167,294	-	27,217	26,532	3,869,630	576,736	11,121	65,452	2,338,021	52,603	3,043,933	6,913,563	1954	
1955	2,533,126	1,481,323	-	4,014,449	-	211,340	-	53,158	30,605	4,309,552	660,433	9,826	87,002	658,168	69,678	1,485,107	5,794,659	1955	
<div>1/ Adjusted to include receipts of certain State and quasi-State toll authorities omitted in prior years. Thus totals will not agree with those shown on the annual SF-1 tables as published.</div> <div>2/ No complete segregation prior to 1935. After 1953 included with motor vehicle fees.</div> <div>3/ Not segregated prior to 1926.</div> <div>4/ Included with property taxes prior to 1921. Interest payments on obligations for State highways were usually made from general State revenues prior to 1921, but these payments are not known.</div> <div>5/ No complete segregation prior to 1933.</div> <div>6/ Includes refunding issues.</div> <div>7/ Not segregated prior to 1921.</div>																			

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5/ No complete segregation prior to 1933.

6/ Includes refunding issues.

7/ Not segregated prior to 1921.

STATE HIGHWAY FINANCE

SUMMARY OF DISBURSEMENTS FROM STATE HIGHWAY—USER REVENUES AND  
OTHER RECEIPTS APPLICABLE TO HIGHWAYS 1/

TABLE SF-202

YEAR	DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS										EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS					EXPENDITURES AND FUND TRANSFERS FOR NON-HIGHWAY PURPOSES 5/	TOTAL DISBURSEMENTS	YEAR
	EXPENSE OF COLLECTING FUNDS AND ADMINISTERING HIGHWAY-USER REVENUES	CAPITAL OUTLAY FOR ROADS AND BRIDGES	MAINTENANCE	ADMINISTRATION, ENGINEERING, EQUIPMENT, AND MISCELLANEOUS	STATE HIGHWAY POLICE 2/	INTEREST ON OBLIGATIONS FOR STATE HIGHWAYS 3/	SUBTOTAL, CURRENT EXPENDITURES	RETIREMENT OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	FOR LOCAL RURAL ROADS	FOR LOCAL CITY STREETS 4/	FOR DEBT SERVICE ON LOCAL HIGHWAY OBLIGATIONS 4/	TOTAL					
PRIOR TO 1914	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	PRIOR TO 1914		
1914	-	6/ 125,000	50,000	11,753	-	-	186,753	885	187,638	-	-	-	-	-	187,638	1914		
1915	-	53,880	14,527	4,797	-	-	73,204	403	73,607	1,816	-	-	1,816	-	75,423	1915		
1916	2,035	55,985	19,254	5,275	-	-	80,515	569	81,084	7,575	-	-	7,575	-	90,694	1916		
1917	1,955	49,884	18,453	6,159	-	-	74,496	563	75,059	10,203	-	-	10,203	-	87,217	1917		
1918	2,815	61,624	27,649	8,906	-	-	98,179	1,358	99,537	14,117	-	-	14,117	-	116,469	1918		
1919	4,543	71,913	34,975	11,995	-	-	118,883	1,586	120,469	14,718	-	-	14,718	-	139,730	1919		
1920	4,911	124,981	53,093	17,576	-	-	195,650	1,683	197,333	19,016	-	-	19,016	-	221,260	1920		
1921	4,249	240,340	58,468	21,699	-	-	320,507	3,707	324,214	29,682	-	-	29,682	-	358,115	1921		
1922	7,352	300,609	64,833	24,829	-	10,417	400,688	6,651	407,339	28,699	847	-	29,546	176	444,413	1922		
1923	7,961	287,461	75,341	32,047	-	16,052	410,501	6,205	417,100	67,669	-	-	67,669	-	482,736	1923		
1924	6,100	279,593	75,359	41,963	-	17,522	414,807	14,951	429,756	57,459	-	-	57,459	-	493,517	1924		
1925	14,062	397,618	104,806	50,958	-	21,501	574,913	17,394	592,307	74,888	-	-	74,888	10,706	691,963	1925		
1926	14,419	403,843	119,304	61,110	924	28,161	613,342	25,777	639,119	95,512	3,988	1,697	101,197	7,179	761,914	1926		
1927	16,731	366,011	125,775	60,535	492	33,690	586,503	21,930	608,433	106,366	5,977	2,711	115,074	6,903	747,141	1927		
1928	15,487	418,820	139,130	62,214	539	35,281	655,984	31,333	687,317	130,869	1,540	-	136,206	8,793	847,803	1928		
1929	15,970	558,481	160,274	29,160	1,592	36,950	786,457	28,644	815,101	130,041	10,766	-	140,807	15,046	983,924	1929		
1930	18,306	575,475	173,601	37,919	1,480	54,559	843,934	42,951	885,985	156,234	14,189	-	170,423	14,697	1,089,411	1930		
1931	20,401	592,928	181,922	38,724	1,923	53,181	1,016,530	42,951	1,059,481	180,046	15,429	4,541	200,016	20,160	1,330,545	1931		
1932	22,955	569,511	162,943	39,242	4,235	64,235	1,067,938	59,171	1,127,109	188,961	22,325	5,781	217,067	23,500	1,393,590	1932		
1933	25,514	599,511	179,722	44,310	5,754	73,766	873,053	66,293	939,356	173,843	17,397	4,323	195,563	85,279	1,243,153	1933		
1934	28,379	527,012	181,565	30,395	7,322	75,159	821,453	76,167	897,620	173,427	17,894	4,071	195,392	98,233	1,219,624	1934		
1935	29,152	580,369	181,507	37,590	8,758	74,540	882,764	70,287	953,051	183,880	24,850	7,624	216,354	126,630	1,325,187	1935		
1936	31,761	438,306	187,122	37,472	11,923	75,822	750,651	94,670	845,321	202,820	22,708	7,710	233,238	147,518	1,257,838	1936		
1937	37,942	631,760	222,001	45,353	13,891	75,245	988,250	121,884	1,110,134	216,843	31,468	9,030	312,820	163,184	1,578,496	1937		
1938	42,026	589,202	223,793	60,355	18,147	79,751	971,288	112,442	1,083,730	260,685	48,105	4,030	312,820	163,184	1,601,760	1938		
1939	43,977	558,379	232,615	56,009	23,945	80,439	951,377	109,588	1,120,965	285,599	45,683	5,603	296,885	157,258	1,619,085	1939		
1940	44,478	500,113	211,927	52,017	23,541	80,008	867,606	181,456	1,049,062	272,047	52,008	9,520	333,575	179,557	1,606,672	1940		
1941	46,693	503,074	218,776	54,535	29,925	78,022	941,332	158,708	1,100,040	272,500	52,792	7,824	333,116	198,160	1,678,009	1941		
1942	49,279	525,233	236,833	53,892	29,413	73,639	941,010	348,804	1,265,914	297,358	54,482	7,160	359,000	201,358	1,888,851	1942		
1943	46,056	401,694	216,705	42,369	33,816	67,693	762,277	119,881	882,158	292,632	59,205	7,521	359,358	201,881	1,489,453	1943		
1944	44,254	268,695	224,884	34,451	30,641	65,669	624,370	172,326	796,696	201,369	47,541	6,610	315,520	152,888	1,309,358	1944		
1945	44,566	210,328	259,958	41,774	28,809	62,091	601,960	157,385	759,345	218,795	44,924	4,089	297,808	142,062	1,243,803	1945		
1946	49,560	210,467	289,368	54,455	27,812	56,968	639,250	203,398	842,648	259,884	45,893	4,106	309,883	100,162	1,302,073	1946		
1947	58,500	502,316	329,587	89,309	41,303	53,276	1,015,791	219,716	1,235,507	333,108	63,689	3,605	400,402	94,578	1,788,993	1947		
1948	74,338	882,351	375,097	132,535	45,869	49,974	1,485,856	115,119	1,600,945	431,724	98,662	6,963	537,349	170,518	2,383,150	1948		
1949	83,925	466,184	466,184	103,829	63,399	51,524	1,823,610	124,364	1,947,974	511,724	125,196	15,881	652,801	189,370	2,874,070	1949		
1950	93,754	488,037	488,037	115,099	70,229	56,806	2,092,121	113,682	2,205,803	556,243	156,368	22,729	735,340	166,111	3,201,008	1950		
1951	100,162	1,533,859	501,487	109,841	77,612	60,714	2,283,513	199,407	2,482,920	564,588	167,085	20,756	752,429	226,001	3,561,513	1951		
1952	111,711	1,739,579	562,272	124,109	91,045	60,627	2,583,632	204,311	2,788,943	636,987	175,076	16,760	808,823	274,057	3,980,534	1952		
1953	120,011	1,911,857	602,554	129,315	94,901	84,621	2,802,288	187,635	3,016,923	697,156	191,355	16,976	905,487	205,370	4,247,781	1953		
1954	126,696	2,271,434	620,405	143,808	111,444	102,648	3,249,736	208,478	3,458,214	749,987	284,831	19,187	994,005	303,557	4,884,672	1954		
1955	142,452	2,962,562	647,765	165,415	121,768	147,523	4,045,033	213,597	4,263,630	770,572	254,366	19,219	1,044,157	370,193	5,720,432	1955		
1955	153,867	3,102,994	675,629	158,452	132,070	188,046	4,257,191	208,170	4,465,361	832,370	277,170	20,904	1,130,444	284,208	6,033,880	1955		

1/ ADJUSTED TO INCLUDE EXPENDITURES OF CERTAIN STATE AND QUASI-STATE TOLL AUTHORITIES OMITTED IN PRIOR YEARS. THUS TOTALS WILL NOT AGREE WITH THOSE SHOWN ON THE ANNUAL SF-2 TABLES AS PUBLISHED.

2/ NOT SEGREGATED PRIOR TO 1925.

3/ INTEREST PAYMENTS WERE NOT REPORTED PRIOR TO 1921.

4/ NO COMPLETE SEGREGATION PRIOR TO 1925.

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6/ ESTIMATED.



## EXPENDITURES FOR CONSTRUCTION ON STATE-ADMINISTERED HIGHWAYS, 1921-1955

TABLE SE-201  
SHEET 1 OF 2Compiled from calendar year  
reports of State authorities 1/

STATE	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	811	3,305	4,176	6,352	8,407	6,854	6,860	15,082	14,694	9,383	9,054	1,574	6,082	9,593	7,325	10,447	9,998	12,378
Arizona	2,311	2,946	2,475	2,245	1,458	1,342	1,323	1,063	3,119	3,426	5,382	5,302	5,640	6,092	3,789	6,767	4,460	4,361
Arkansas	7,520	8,355	3,987	7,369	3,732	3,785	4,414	20,491	20,642	24,630	26,666	605	3,922	6,033	4,794	5,306	2,528	2,528
California	6,166	14,042	11,272	12,071	9,134	10,165	8,920	14,508	20,184	26,211	26,244	27,984	50,152	50,007	36,109	53,662	35,851	34,955
Colorado	3,036	5,360	4,306	4,599	3,547	3,514	2,897	4,444	3,883	5,201	8,335	4,605	6,342	8,607	5,640	12,658	19,096	14,058
Connecticut	3,623	2,798	4,068	5,013	3,727	3,339	7,886	12,435	11,261	11,261	3,447	10,226	9,663	9,336	9,824	10,913	10,873	8,350
Delaware	3,252	2,723	3,061	18,175	17,065	8,955	2,282	1,967	2,307	1,836	2,168	2,378	3,454	11,462	1,406	1,742	1,630	1,818
Florida	1,399	2,894	3,415	5,338	6,341	10,736	19,707	12,428	9,095	8,058	9,169	4,631	7,939	11,462	7,375	9,108	6,429	7,625
Georgia	8,721	2,618	3,980	4,314	4,451	6,695	11,966	10,864	5,889	9,285	14,812	17,402	15,934	11,283	12,034	11,126	17,589	18,333
Idaho	4,381	2,315	2,124	1,931	2,292	2,606	1,971	4,096	1,666	8,917	5,199	3,991	3,607	4,918	4,160	6,854	5,153	5,047
Illinois	13,287	21,727	25,612	33,443	29,048	14,008	19,202	44,279	28,931	13,468	18,082	27,465	26,467	24,392	22,922	27,889	21,378	18,111
Indiana	3,231	3,173	4,975	6,768	9,363	8,625	10,384	12,495	16,194	17,213	15,745	15,973	14,562	15,971	12,440	19,060	14,538	14,317
Iowa	15,533	12,801	12,122	10,336	7,086	8,677	15,731	29,705	28,331	42,622	28,083	14,531	10,349	10,597	8,788	12,419	14,816	14,435
Kansas	6,991	7,768	6,459	6,255	5,330	6,720	15,357	10,961	10,064	8,917	12,382	8,107	8,154	12,564	9,533	16,810	9,157	7,695
Kentucky	4,721	5,485	5,101	10,453	10,001	6,953	7,420	12,207	11,058	14,468	18,082	13,491	9,373	12,452	11,415	6,399	12,765	13,203
Louisiana	5,142	2,972	4,715	7,169	5,964	7,340	6,512	7,137	11,419	22,976	39,172	27,172	9,730	6,185	8,855	16,920	7,110	11,890
Maine	4,895	2,759	3,979	4,259	4,080	6,998	5,143	7,463	8,214	10,004	7,631	7,253	4,089	5,098	4,595	6,206	7,685	6,037
Maryland	4,666	3,354	5,605	7,815	5,198	3,651	3,651	5,689	6,979	10,943	10,408	10,648	8,277	7,198	4,514	6,127	6,337	7,643
Massachusetts	4,327	2,952	6,101	5,514	8,317	7,190	10,804	10,744	9,885	12,497	12,189	12,771	10,079	12,645	15,295	14,236	11,565	8,470
Michigan	13,209	12,660	11,653	16,878	24,481	12,337	14,038	15,232	24,377	24,612	25,017	25,501	22,832	15,290	15,295	31,246	18,454	14,931
Minnesota	4,300	9,740	4,663	8,543	10,414	10,568	10,988	11,053	12,166	17,651	23,197	25,189	9,465	9,614	10,937	18,272	16,540	15,082
Mississippi	3,232	2,044	2,477	4,463	3,468	2,828	4,073	3,395	2,269	1,998	4,846	2,511	5,636	7,234	7,013	12,336	25,614	20,015
Missouri	4,114	13,573	13,573	20,419	25,259	23,620	15,734	12,693	20,545	34,681	31,577	6,653	22,646	18,484	14,718	21,104	15,743	7,630
Montana	3,257	4,180	1,106	1,452	967	872	1,034	3,328	3,860	5,354	6,089	6,653	9,500	9,901	4,879	10,251	4,895	2,984
Nebraska	2,556	2,186	2,351	3,053	4,088	5,555	5,192	4,971	5,227	7,631	10,535	6,804	8,819	8,712	7,132	9,732	7,092	7,626
Nevada	1,099	1,307	1,482	2,945	2,409	982	1,478	1,363	1,686	1,876	1,149	3,484	4,818	5,152	3,710	3,882	3,308	2,831
New Hampshire	1,037	650	1,564	1,865	1,674	1,189	1,410	2,534	2,917	2,917	2,794	3,169	2,740	3,752	2,040	2,807	3,053	2,430
New Jersey	8,234	10,553	4,875	13,843	13,745	13,907	17,005	26,144	27,711	31,286	40,777	28,970	12,597	11,162	8,218	11,221	6,364	10,789
New Mexico	2,338	2,407	2,342	4,032	2,157	1,600	2,983	4,200	4,351	6,029	5,942	2,479	4,713	6,643	3,599	7,491	9,044	7,018
New York	21,107	17,906	14,235	17,804	18,363	24,456	51,742	62,875	65,232	65,337	121,892	43,201	26,579	51,419	42,951	57,520	59,254	57,543
North Carolina	10,692	11,744	17,334	24,196	19,592	21,425	17,089	14,580	10,768	9,147	10,924	2,728	7,724	7,974	6,707	9,131	11,334	10,674
North Dakota	584	3,119	751	1,446	1,179	1,325	3,437	2,680	2,587	4,433	4,433	3,039	3,984	4,980	2,311	4,190	3,458	4,050
Ohio	10,566	18,491	7,820	19,399	14,122	14,003	3,642	21,216	16,404	25,997	21,565	21,773	11,444	26,402	11,425	15,914	16,863	14,244
Oklahoma	4,392	4,885	5,370	5,875	10,339	7,985	9,962	10,207	8,111	15,736	11,974	9,151	12,479	11,896	8,249	13,414	15,094	11,058
Oregon	16,380	9,985	7,554	5,287	5,965	4,282	3,210	3,421	4,177	7,881	10,384	6,506	5,363	7,099	8,066	11,359	8,502	5,336
Pennsylvania	29,934	17,843	8,169	22,664	38,374	26,454	17,598	22,822	22,573	51,561	36,561	34,417	35,761	48,237	13,632	20,135	30,674	30,946
Rhode Island	1,421	898	1,081	1,750	845	1,633	1,422	2,111	2,798	1,614	3,863	2,875	4,118	2,797	1,664	2,475	2,006	1,958
South Carolina	3,485	3,201	3,327	3,983	5,424	6,287	9,163	16,284	12,795	14,611	22,872	3,158	1,560	4,533	3,900	5,919	11,168	12,339
South Dakota	3,920	3,384	1,226	4,379	4,254	3,241	2,964	3,551	2,964	3,617	6,579	3,338	3,152	4,446	3,952	5,108	5,624	5,134
Tennessee	4,605	5,022	2,866	5,796	9,243	7,627	8,395	12,815	19,671	29,915	26,869	6,279	10,925	9,662	6,243	6,518	5,351	8,215
Texas	16,500	5,540	15,688	10,211	8,608	10,414	11,365	14,517	21,385	32,950	30,372	28,100	34,053	30,139	22,580	38,721	29,320	29,464
Utah	2,466	2,182	1,398	2,006	1,949	924	2,080	1,136	2,352	2,753	4,505	3,414	4,442	5,866	3,781	4,621	3,266	3,584
Vermont	943	527	1,660	1,590	1,853	2,050	2,421	3,913	10,639	6,286	4,154	3,243	4,062	1,955	1,649	2,361	2,864	2,363
Virginia	4,819	4,903	4,949	5,582	10,073	7,247	9,631	10,487	10,223	11,785	14,231	9,137	11,438	9,301	7,871	11,140	17,056	21,565
Washington	7,731	6,548	5,021	5,323	5,243	6,098	5,634	8,853	9,764	9,442	12,381	12,197	4,714	10,818	7,737	10,894	8,503	10,869
West Virginia	1,709	4,672	11,457	11,003	8,941	11,945	11,945	7,888	13,758	14,111	14,111	8,984	20,514	5,517	7,219	8,477	8,088	10,043
Wisconsin	9,185	4,970	4,330	5,760	3,996	6,426	9,474	12,637	12,407	15,295	15,295	20,242	20,514	9,996	11,062	15,759	14,761	12,539
Wyoming	2,581	1,413	2,138	3,072	2,277	1,503	1,797	2,517	1,822	2,249	5,408	3,805	3,241	4,849	3,791	5,114	4,814	3,865
Total	300,609	287,461	279,993	397,648	403,843	366,011	418,820	558,481	575,475	728,887	796,902	569,511	527,012	580,369	438,306	631,760	589,242	558,379

## EXPENDITURES FOR CONSTRUCTION ON STATE-ADMINISTERED HIGHWAYS, 1921-1955

Compiled from calendar year reports of State authorities 1/

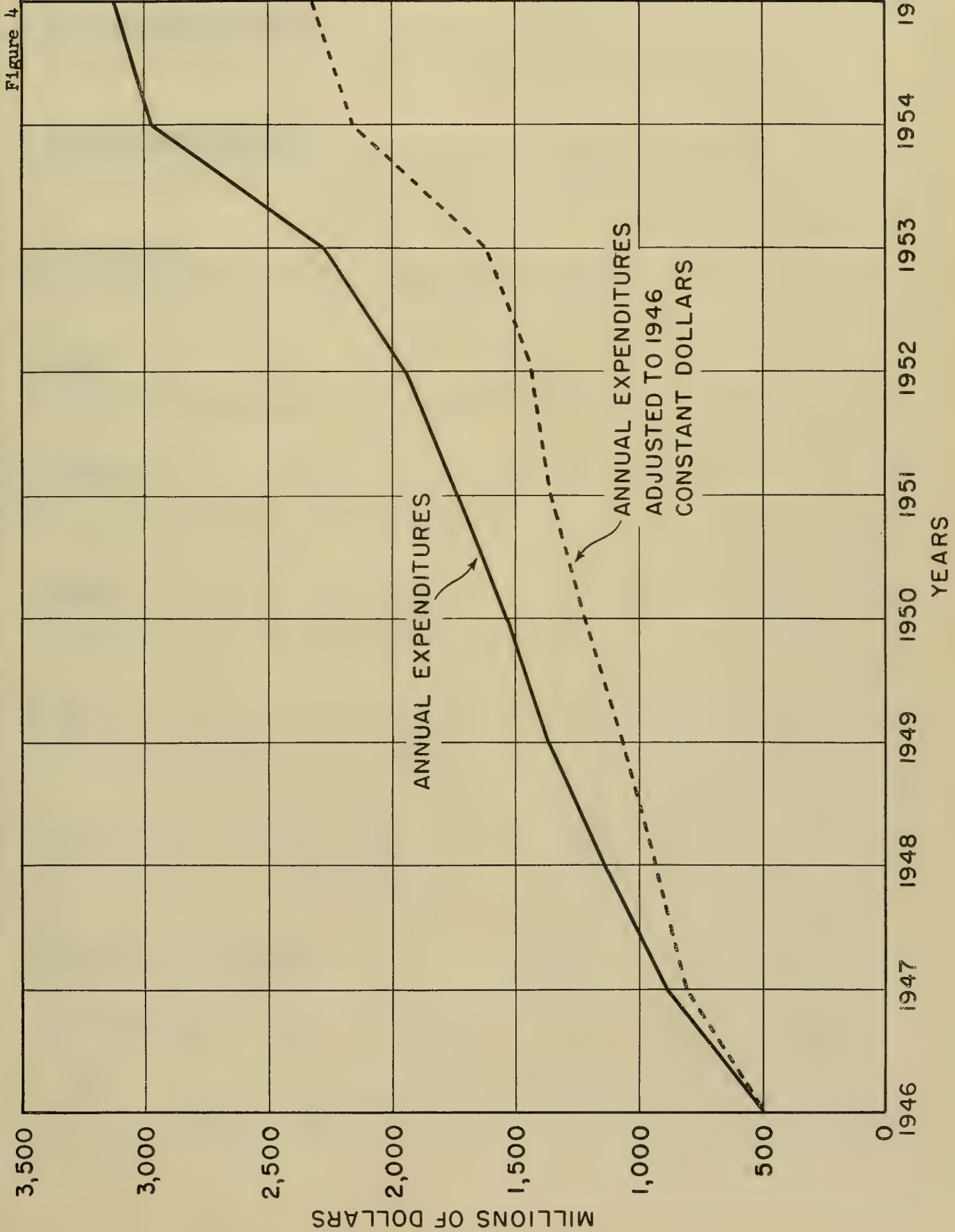
TABLE SE-201  
SHEET 2 OF 2

STATE	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
Alabama	11,504	9,529	7,534	8,901	3,082	2,043	5,484	8,465	11,290	8,712	8,910	9,276	8,078	13,520	19,572	31,729	24,319
Arizona	4,261	4,668	4,466	2,987	2,190	2,043	1,081	5,005	9,193	10,190	12,560	10,438	11,310	15,787	17,187	16,102	16,675
Arkansas	3,806	3,321	3,321	2,692	1,766	1,555	1,395	6,466	13,020	10,924	18,638	18,638	15,322	24,773	18,713	23,662	21,736
California	23,286	33,754	24,531	26,162	19,617	17,934	16,752	42,291	68,453	98,310	98,640	86,490	122,693	122,166	170,664	245,216	270,873
Colorado	9,916	5,934	5,582	4,502	2,894	2,222	2,116	5,335	11,244	18,950	18,920	18,023	21,762	18,912	24,701	23,042	25,956
Connecticut	10,429	13,457	13,457	13,656	4,902	2,092	2,597	7,706	11,715	15,816	20,762	15,326	14,295	16,840	23,668	26,121	46,403
Delaware	1,912	2,192	2,154	316	443	443	577	1,969	2,898	3,945	13,413	23,886	14,877	13,854	9,231	9,673	6,686
Florida	10,603	12,163	11,087	8,516	8,625	12,685	8,409	13,002	31,298	31,886	24,029	40,980	56,826	58,392	41,823	69,339	74,632
Georgia	13,169	21,319	15,989	7,689	6,888	2,763	3,966	12,518	18,880	23,306	28,497	30,706	26,657	36,874	38,432	41,706	52,259
Idaho	4,115	3,383	3,946	3,361	2,841	1,525	901	4,621	5,623	5,121	6,549	4,436	10,243	10,121	10,226	17,524	12,067
Illinois	17,692	16,285	14,914	15,379	19,655	10,733	12,849	12,849	21,143	32,128	31,954	23,353	46,808	71,822	80,160	97,386	93,027
Indiana	11,370	15,304	18,556	13,082	8,214	12,371	9,169	14,312	19,781	26,977	26,235	23,715	28,460	31,287	41,081	53,677	126,788
Iowa	10,630	8,951	7,696	5,765	2,065	1,262	1,364	8,067	11,473	15,870	17,763	17,116	25,691	37,670	24,749	31,970	40,857
Kansas	6,395	8,710	8,735	5,604	1,745	1,171	2,511	14,235	19,316	18,716	22,293	21,687	18,877	25,122	26,378	31,225	67,199
Kentucky	11,051	10,204	13,327	10,534	8,122	5,166	6,975	10,233	20,539	21,552	37,337	44,449	34,231	42,854	45,530	51,816	67,658
Louisiana	12,952	11,156	6,713	8,068	4,963	5,181	4,936	4,098	11,380	21,104	28,286	33,668	40,122	40,873	33,422	45,457	61,541
Maine	5,547	4,180	3,928	2,252	996	814	652	7,453	17,846	10,822	12,096	10,572	10,920	18,797	25,669	35,554	42,319
Maryland	8,460	12,707	9,772	9,143	8,023	3,260	4,114	6,198	8,741	18,500	30,647	51,482	51,204	42,957	34,655	56,803	77,293
Massachusetts	6,981	6,215	5,391	3,817	1,148	873	1,357	5,323	11,220	19,116	33,234	52,641	61,741	69,122	62,494	102,152	131,975
Michigan	15,048	20,542	19,109	21,324	18,060	13,384	5,414	11,993	30,663	44,670	45,993	34,405	36,556	69,626	80,016	92,742	107,452
Minnesota	11,053	11,520	16,144	10,183	4,276	4,432	5,022	14,718	22,519	27,212	28,932	30,478	34,770	50,894	47,450	44,731	53,130
Mississippi	23,667	16,492	9,360	4,523	2,723	1,771	1,066	6,298	16,726	18,294	15,829	11,432	16,377	22,238	23,558	26,284	27,650
Missouri	8,107	9,916	13,005	7,530	4,351	1,995	2,901	8,402	15,025	24,106	25,313	26,106	23,983	40,451	56,247	60,699	71,483
Montana	5,430	6,225	5,160	2,424	1,018	1,675	1,433	4,446	7,004	10,503	11,117	11,742	10,531	14,978	10,915	17,194	17,431
Nebraska	5,962	8,741	6,564	3,616	2,766	4,077	3,084	7,741	9,067	12,254	10,879	13,072	14,145	15,875	9,888	16,476	25,121
Nevada	2,831	2,819	2,976	2,436	1,339	799	350	4,061	4,319	5,000	5,984	6,303	4,650	6,656	7,445	8,266	9,617
New Hampshire	2,042	2,999	2,998	1,669	383	287	881	1,850	3,050	5,834	8,096	8,045	6,088	8,045	9,332	13,408	16,181
New Jersey	12,947	13,300	11,620	8,535	5,652	8,742	3,601	8,655	17,193	28,085	38,096	88,813	163,467	89,282	128,550	191,728	159,175
New Mexico	5,456	6,602	3,919	2,640	1,376	2,031	1,581	7,254	10,029	9,162	7,360	12,805	12,870	16,132	17,911	21,956	23,004
New York	31,395	39,325	38,234	27,373	13,050	7,559	12,501	28,287	54,231	63,955	115,497	106,769	106,769	136,216	274,971	441,681	293,948
North Carolina	10,110	7,596	6,983	3,605	3,155	1,782	709	25,119	38,041	39,726	58,696	92,235	98,628	90,885	67,227	64,405	68,300
North Dakota	2,684	3,668	3,969	2,066	1,256	1,503	1,586	2,213	5,379	11,708	11,529	10,534	9,661	13,881	12,595	10,624	14,794
Ohio	19,992	24,793	21,498	18,758	19,129	14,915	10,404	13,178	22,357	37,907	50,263	38,580	55,129	63,575	102,702	229,826	214,550
Oklahoma	2,705	9,192	8,639	4,873	7,059	4,250	3,585	12,415	15,665	8,549	18,951	22,735	36,459	48,824	43,598	29,141	42,567
Oregon	6,278	7,153	9,151	6,540	3,381	3,089	2,335	8,220	13,904	16,290	16,642	15,584	22,131	37,308	37,012	40,115	33,798
Pennsylvania	39,369	69,985	54,679	36,024	19,672	16,695	15,714	36,521	68,196	106,196	132,743	194,340	171,052	156,683	168,611	217,768	211,906
Rhode Island	1,403	1,740	1,634	1,204	499	743	1,155	1,134	838	4,525	2,945	817	3,282	5,225	6,615	5,350	12,944
South Carolina	7,729	7,517	9,591	6,840	2,631	2,844	2,697	8,343	16,437	21,042	25,526	17,968	18,991	20,533	24,137	23,742	23,757
South Dakota	4,421	4,994	5,124	1,387	1,545	684	378	2,222	6,649	9,900	8,949	7,883	10,436	14,708	16,592	16,105	18,098
Tennessee	6,536	5,712	8,899	5,554	4,168	4,518	5,910	13,049	16,335	30,197	27,351	24,675	24,077	33,291	26,766	26,098	29,373
Texas	29,053	22,934	25,218	25,357	12,806	5,763	11,693	29,239	71,043	77,687	73,497	82,057	88,985	97,386	112,227	130,093	146,328
Utah	4,274	3,181	3,924	2,832	2,919	1,261	1,182	2,791	5,843	6,599	7,887	7,837	8,610	12,699	15,119	12,360	13,201
Vermont	1,835	2,460	2,309	867	390	104	271	1,299	2,542	2,858	4,557	2,562	2,719	4,547	4,774	5,168	5,906
Virginia	19,614	18,951	21,980	21,281	13,203	10,786	13,626	19,629	34,401	29,392	34,707	42,614	52,459	49,993	51,980	47,813	57,252
Washington	10,132	13,941	8,302	4,756	4,382	4,878	5,155	9,194	15,242	18,692	28,514	32,427	32,521	34,287	45,706	47,325	42,750
West Virginia	9,028	9,985	9,674	10,131	6,379	6,265	7,104	9,095	11,770	13,625	17,536	17,751	16,449	22,123	22,123	26,532	30,259
Wisconsin	11,097	5,138	9,700	7,365	2,079	2,461	1,126	9,786	7,651	32,662	8,700	26,158	28,752	44,182	42,950	33,447	47,318
Wyoming	3,273	4,220	3,871	2,156	669	1,029	1,194	4,818	7,651	9,955	8,700	8,265	8,565	10,493	9,953	11,232	13,478
Total	500,113	563,074	525,233	401,694	268,695	210,328	210,467	502,316	882,351	1,138,674	1,361,950	1,533,859	1,739,579	1,941,857	2,271,434	2,962,562	3,102,994

1/ The figures given are, in most cases, as reported by State authorities. Minor inconsistencies which exist in the data, particularly for early years, have been adjusted to obtain uniformity between States. For years 1914 - 1920, see "Highway Statistics" summary bulletin.

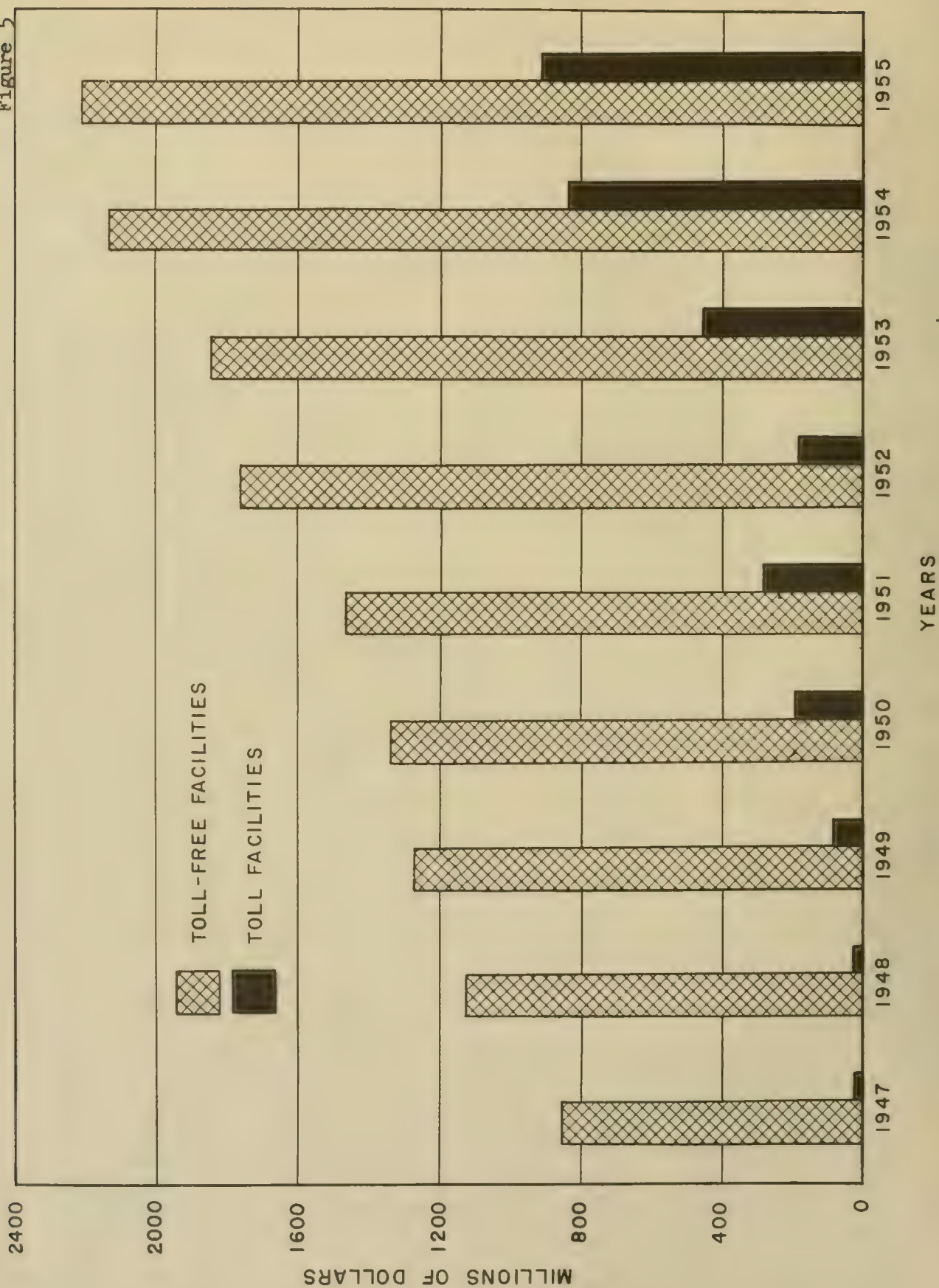


CAPITAL OUTLAY FOR STATE-ADMINISTERED HIGHWAYS, 1946-1955, IN  
ACTUAL DOLLARS AND IN CONSTANT (1946) DOLLARS



CAPITAL OUTLAY FOR TOLL AND TOLL-FREE  
STATE-ADMINISTERED HIGHWAYS  
1947-1955

Figure 5





## EXPENDITURES FOR MAINTENANCE ON STATE-ADMINISTERED HIGHWAYS, 1921-1955

Compiled from calendar year  
reports of State authorities 1/TABLE SE-202  
SHEET 1 OF 2

STATE	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	11	47	156	265	517	418	810	759	1,245	1,610	1,484	1,753	1,709	1,823	1,873	2,113	2,039	1,981
Arizona	68	374	408	443	619	923	1,040	922	1,116	1,466	1,242	1,300	1,414	971	1,029	1,215	1,396	1,359
Arkansas	-	-	1,000	1,275	1,000	4,285	1,917	2,197	2,661	2,661	1,801	834	1,584	1,622	2,552	2,167	3,141	3,141
California	2,168	3,709	1,975	3,253	3,554	4,285	5,218	5,128	5,174	6,888	6,007	7,162	9,539	7,661	8,615	7,743	10,197	11,206
Colorado	456	1,320	838	805	808	787	844	949	1,430	1,632	1,453	1,460	2,604	1,330	1,419	1,440	1,548	1,408
Connecticut	2,111	3,592	2,683	3,381	3,392	6,721	4,336	3,890	2,461	2,857	1,394	3,500	2,756	2,961	3,198	3,365	3,024	3,352
Delaware	44	49	98	95	112	291	494	595	732	1,130	686	709	828	799	1,004	1,394	1,203	1,387
Florida	383	185	393	942	1,496	1,863	2,579	1,538	1,484	1,610	2,466	2,117	2,322	4,041	3,612	4,241	3,413	2,895
Georgia	217	879	785	1,564	1,802	1,521	1,573	1,285	753	2,012	2,211	2,131	928	1,221	1,230	2,101	2,100	1,808
Idaho	154	262	113	302	1,750	422	676	796	944	1,370	1,094	1,488	923	968	1,242	1,567	1,686	1,632
Illinois	359	640	1,016	2,045	1,835	532	1,943	2,409	2,619	3,240	3,446	4,187	3,469	4,180	4,595	5,011	5,364	5,451
Indiana	4,337	2,398	3,040	3,914	3,649	2,501	2,628	3,218	3,627	4,646	2,745	4,224	6,126	4,617	4,132	4,588	5,218	5,965
Iowa	2,103	2,445	2,421	2,722	3,021	3,673	3,568	3,834	4,622	3,312	3,362	2,614	2,414	2,463	2,863	3,327	3,392	3,141
Kansas	-	88	129	-	1,750	2,000	1,000	2,385	3,746	2,989	3,219	2,878	2,738	2,665	2,633	4,150	4,618	4,865
Kentucky	333	482	981	3,971	4,026	1,031	1,895	1,515	2,986	3,978	3,720	4,162	3,092	3,343	4,582	4,157	7,230	5,080
Louisiana	-	951	1,028	762	2,139	2,605	2,737	2,506	3,756	4,067	4,745	3,685	2,152	1,951	3,135	3,370	3,071	4,280
Maine	875	1,045	1,241	1,538	1,685	1,783	1,570	1,793	2,861	3,125	1,679	1,946	1,869	3,956	3,414	3,949	4,075	4,117
Maryland	1,625	1,658	2,157	1,449	3,380	3,953	3,953	4,860	2,875	2,157	1,789	2,235	2,757	2,047	2,072	2,774	1,672	1,368
Massachusetts	1,468	2,505	2,651	5,723	1,304	2,000	1,907	1,907	3,470	3,076	3,016	6,487	4,916	2,922	5,123	5,064	4,072	5,784
Michigan	1,868	1,382	1,603	2,621	2,050	2,411	5,121	5,519	7,456	6,554	6,650	6,325	7,748	8,934	5,643	6,626	7,486	7,551
Minnesota	2,729	2,577	3,088	3,021	3,498	2,892	4,234	4,724	5,152	4,765	5,533	5,688	3,035	5,510	6,243	6,805	6,759	5,414
Mississippi	-	73	172	703	1,064	1,619	1,747	2,548	2,230	2,360	1,974	1,828	1,752	2,044	2,433	1,979	1,850	1,898
Missouri	162	140	1,112	2,019	1,627	1,914	3,234	2,572	4,708	4,725	4,075	3,563	2,692	4,532	4,039	5,056	5,151	4,290
Montana	82	39	92	135	108	96	158	410	545	778	817	1,350	1,788	1,558	1,554	1,839	1,721	1,898
Nebraska	2,115	1,017	2,515	1,245	593	1,592	1,848	1,906	3,157	3,384	2,901	3,035	2,205	3,001	2,985	2,986	2,944	3,157
Nevada	34	62	111	123	217	282	332	390	444	515	311	686	805	567	683	2,774	784	825
New Hampshire	1,182	1,914	1,252	1,754	2,128	1,618	1,645	2,609	2,873	5,927	4,810	2,688	2,485	2,637	2,901	2,419	3,102	3,171
New Jersey	5,889	11,583	4,833	1,587	1,831	1,618	1,760	5,126	2,100	2,308	3,184	2,216	2,260	2,477	2,901	2,913	3,102	3,711
New Mexico	314	381	323	382	694	930	1,003	1,083	1,357	1,750	1,515	1,795	1,173	950	1,248	1,296	1,642	1,669
New York	9,079	6,668	8,863	11,873	10,806	7,956	7,069	9,965	9,695	11,414	10,936	11,797	11,180	9,271	11,036	12,145	10,892	12,819
North Carolina	2,902	3,304	3,220	3,227	3,234	4,630	2,798	4,506	4,582	4,960	3,960	11,315	10,130	7,213	10,038	15,026	13,645	13,724
North Dakota	209	200	104	89	220	161	428	749	899	1,195	1,236	1,134	1,145	1,280	1,351	1,376	1,408	1,680
Ohio	4,272	2,713	4,762	6,761	9,208	14,772	13,842	11,625	13,877	16,015	10,901	13,366	9,155	11,997	10,584	12,873	13,097	13,967
Oklahoma	-	-	-	91	1,651	1,769	2,193	2,780	3,506	3,946	2,335	2,414	1,830	2,124	2,511	2,681	3,162	2,963
Oregon	545	780	1,046	1,648	2,022	2,290	2,984	3,323	3,633	2,494	2,078	2,124	2,109	2,549	2,647	2,921	3,615	3,424
Pennsylvania	8,653	8,455	9,543	15,260	12,934	13,238	15,044	18,157	20,754	24,523	11,591	15,204	13,665	22,693	18,180	33,033	31,448	37,701
Rhode Island	440	588	421	472	1,507	1,284	1,868	1,818	1,549	904	1,712	934	1,343	1,103	836	1,179	1,197	1,238
South Carolina	272	474	700	1,285	2,624	1,150	1,923	2,152	1,933	2,069	2,113	1,214	1,841	1,404	1,592	1,725	2,631	3,231
South Dakota	-	-	-	278	685	1,174	1,165	1,973	1,871	2,276	1,936	1,470	1,236	917	1,268	1,247	1,757	1,777
Tennessee	826	759	956	1,756	1,560	2,099	3,708	4,899	5,345	5,060	4,534	1,941	2,389	2,246	2,070	2,295	2,385	2,413
Texas	-	2,504	31	3,794	10,395	8,445	8,085	12,398	11,671	12,158	10,330	10,540	13,918	8,814	9,786	9,137	8,933	8,805
Utah	390	193	327	530	581	504	796	836	1,007	1,289	1,237	1,559	1,457	1,550	1,560	1,755	1,937	1,522
Vermont	-	900	993	687	1,536	1,417	1,319	1,525	1,416	1,750	1,564	1,308	1,749	628	1,021	1,426	1,358	1,508
Virginia	1,732	1,215	2,565	3,446	2,965	2,816	3,960	3,514	3,415	5,510	5,973	6,631	17,528	10,537	11,439	14,322	6,638	5,549
Washington	1,822	1,493	1,595	1,736	1,974	2,038	2,243	2,826	2,810	2,630	3,006	3,229	1,480	2,674	2,379	2,307	3,460	3,459
West Virginia	910	910	1,483	465	1,259	2,033	2,172	3,141	2,848	3,621	3,321	3,017	2,333	5,500	4,663	4,425	5,373	6,172
Wisconsin	2,318	2,021	-	2,393	3,298	3,367	4,175	3,742	3,792	4,063	4,047	5,426	7,708	4,544	4,948	5,978	6,809	6,028
Wyoming	326	367	566	635	524	641	721	979	1,131	1,064	970	911	753	627	765	816	821	852
Total	64,833	75,341	75,329	104,806	119,304	125,775	139,130	160,274	173,601	193,928	162,943	179,722	181,565	181,507	187,122	222,001	223,793	232,615

## EXPENDITURES FOR MAINTENANCE ON STATE-ADMINISTERED HIGHWAYS, 1921-1955

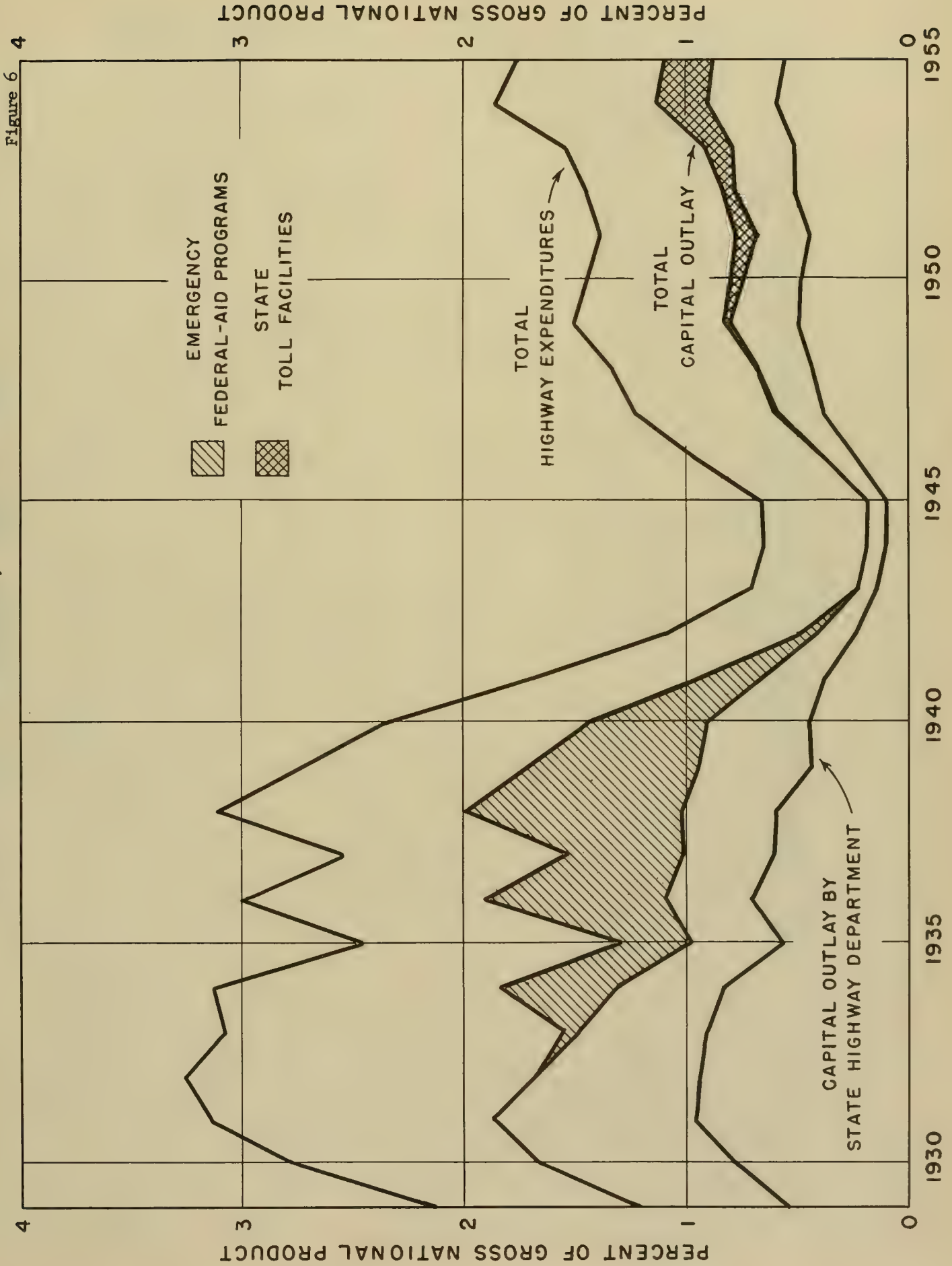
TABLE SE-202  
SHEET 2 OF 2Compiled from calendar year  
reports of State authorities 1/

STATE	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	2,524	3,650	2,512	2,375	2,228	3,887	4,898	3,522	4,172	3,581	5,754	4,759	8,679	9,145	9,545	8,587	10,883
Arizona	1,203	1,123	1,447	1,201	1,381	1,472	1,581	1,961	2,004	2,612	2,315	2,728	3,219	3,383	3,219	4,073	4,304
Arkansas	2,738	2,803	2,548	2,738	2,538	2,789	2,112	4,644	5,806	5,939	8,167	9,541	7,413	6,883	7,088	7,890	10,182
California	9,313	10,630	12,449	9,301	9,346	10,739	11,006	12,219	13,561	21,952	20,296	20,917	23,259	27,379	25,868	26,290	25,921
Colorado	1,450	1,337	1,445	1,448	1,396	1,412	1,521	1,751	2,153	3,824	3,452	3,420	3,561	3,882	4,133	6,015	7,297
Connecticut	3,369	3,286	2,927	3,111	3,368	3,659	4,702	5,953	5,881	8,256	7,556	7,251	8,005	9,330	9,694	11,560	12,190
Delaware	1,326	1,287	1,407	1,304	1,588	1,512	1,537	962	1,059	1,558	1,119	1,784	2,420	2,773	2,653	3,070	3,082
Florida	3,031	3,727	3,241	2,703	2,645	2,874	3,291	4,887	5,671	8,727	7,119	10,205	10,846	11,176	10,917	13,356	12,474
Georgia	1,545	2,560	1,899	2,046	2,443	4,782	6,702	6,535	5,871	7,560	6,260	6,176	8,543	8,949	8,957	9,027	9,587
Idaho	1,800	1,579	1,276	1,338	1,986	2,017	1,996	3,387	3,098	3,239	3,862	3,453	4,150	4,976	4,869	4,770	4,869
Illinois	5,601	6,220	6,339	7,053	6,619	7,061	8,351	8,951	9,091	11,840	11,406	14,798	16,775	19,171	17,076	20,753	20,198
Indiana	7,066	6,108	6,611	5,344	6,811	7,241	6,318	7,541	7,830	10,233	9,917	9,216	11,515	8,624	14,123	13,676	11,405
Iowa	2,845	2,801	3,066	2,967	2,951	3,863	4,363	3,518	4,340	6,628	7,174	7,969	9,208	9,723	9,350	9,179	9,710
Kansas	3,418	4,087	3,961	3,608	4,164	4,403	5,268	5,778	6,840	8,341	8,405	8,877	9,442	11,159	12,048	11,159	12,146
Kentucky	5,568	5,600	4,969	5,202	7,029	5,767	6,232	7,593	7,187	9,804	10,533	10,693	13,225	12,783	14,645	15,337	15,451
Louisiana	3,715	3,289	4,952	4,929	4,205	4,872	7,342	9,335	13,579	11,770	13,258	12,556	14,780	14,360	15,158	14,108	15,516
Maine	4,213	4,055	3,767	3,620	4,298	5,052	6,020	6,752	7,078	8,043	7,656	7,999	8,858	9,712	10,205	10,555	10,920
Maryland	4,263	2,159	2,295	2,346	2,601	2,725	2,932	3,806	4,159	6,277	7,151	6,284	7,299	7,776	7,301	6,918	7,254
Massachusetts	5,275	4,501	4,449	4,075	3,370	4,080	5,889	4,291	6,766	11,273	13,432	22,740	12,440	13,995	13,709	17,812	19,732
Michigan	6,988	8,642	9,182	8,671	8,122	10,807	13,406	13,174	15,040	14,313	14,108	15,272	17,083	18,806	19,713	23,906	23,652
Minnesota	5,612	5,402	6,498	6,302	5,461	6,009	6,876	6,763	7,963	10,875	9,655	10,777	11,865	14,646	13,951	13,877	15,175
Mississippi	1,612	1,444	1,777	1,818	1,667	1,926	1,834	2,543	3,112	4,186	4,083	4,455	4,371	5,446	5,318	5,120	5,154
Missouri	5,046	5,968	5,896	4,268	4,453	5,526	6,214	8,140	10,071	11,473	11,495	11,538	13,997	14,297	16,104	15,711	18,103
Montana	2,153	2,264	2,217	2,329	2,289	2,841	3,046	3,253	4,733	5,779	5,156	4,758	6,501	6,653	5,393	5,763	4,997
Nebraska	1,941	2,385	2,807	2,296	2,898	3,232	3,598	3,416	4,662	6,002	7,432	6,242	7,147	8,452	7,886	7,784	7,615
Nevada	769	778	848	837	714	729	852	1,027	1,221	1,547	1,694	1,703	1,912	2,414	2,519	2,404	2,595
New Hampshire	3,370	2,674	2,808	4,133	2,949	2,610	3,392	3,927	4,479	4,793	4,793	4,433	4,868	5,307	6,092	6,092	6,178
New Jersey	3,689	4,573	4,439	4,133	4,346	4,648	5,427	5,879	6,856	7,941	8,624	8,336	9,593	13,826	16,001	16,769	19,939
New Mexico	1,366	1,619	2,319	1,624	1,195	2,482	2,569	2,962	3,038	3,328	3,961	4,110	3,731	4,802	5,152	6,308	5,660
New York	13,228	13,092	14,470	13,187	14,764	15,232	17,739	20,495	24,119	27,824	29,565	31,353	34,881	36,662	41,942	49,350	51,681
North Carolina	15,164	20,330	21,188	14,760	11,758	13,773	16,932	16,124	19,030	23,276	25,903	21,081	23,232	25,698	29,345	28,742	36,150
North Dakota	1,290	1,431	1,686	1,775	1,460	1,759	1,928	1,850	3,227	2,986	3,239	3,247	3,173	3,189	3,251	3,746	3,191
Ohio	10,499	13,965	14,920	14,359	15,278	17,056	17,612	20,287	22,655	28,157	27,983	28,328	35,646	32,393	32,301	26,612	28,922
Oklahoma	2,426	3,433	3,233	2,518	2,483	5,310	6,961	6,978	6,422	10,858	9,877	9,687	8,314	9,820	10,813	10,721	11,118
Oregon	3,352	3,633	4,101	4,344	4,777	5,262	4,670	6,372	7,127	9,806	12,570	12,062	11,838	12,082	12,300	11,537	11,579
Pennsylvania	25,208	16,356	19,402	17,788	21,582	19,072	24,246	25,682	29,180	30,857	28,361	29,003	35,672	36,494	38,384	39,376	42,432
Rhode Island	813	1,041	1,091	1,129	1,082	1,183	1,603	1,645	1,885	2,183	2,348	1,961	2,283	2,422	2,529	3,278	3,296
South Carolina	2,439	3,000	3,636	2,447	1,751	1,805	2,216	5,288	6,583	10,294	9,475	9,171	10,778	12,444	11,426	12,574	11,570
South Dakota	1,601	1,640	1,731	1,933	1,857	2,551	3,194	3,370	3,868	5,227	5,128	4,307	4,946	5,883	6,225	7,160	5,058
Tennessee	2,401	2,442	2,300	2,162	1,707	2,227	2,491	3,017	3,704	6,271	6,158	9,114	8,115	7,549	7,620	7,716	8,184
Texas	9,202	9,225	10,346	11,437	12,094	16,236	12,488	14,091	18,559	21,507	25,653	27,041	34,117	36,000	38,291	32,939	41,763
Utah	1,386	1,198	1,316	1,315	1,537	2,614	1,969	2,257	2,763	3,131	4,153	2,937	3,904	4,201	4,042	4,047	4,719
Vermont	1,229	1,420	1,434	1,267	1,152	1,449	1,480	1,893	2,647	3,103	3,686	3,351	3,269	3,766	3,735	4,346	4,191
Virginia	5,403	6,334	6,028	6,872	7,470	10,868	11,691	20,544	15,495	17,644	19,575	19,408	25,080	29,007	29,820	31,881	32,651
Washington	3,544	3,700	3,895	3,995	4,254	4,125	4,881	5,580	6,137	6,461	8,935	9,959	11,694	13,073	14,400	14,455	16,219
West Virginia	6,700	7,997	8,554	8,554	8,065	9,491	10,204	12,020	15,277	22,982	27,157	23,222	24,797	25,322	19,508	25,335	16,185
Wisconsin	5,041	3,417	4,799	4,398	6,021	6,833	7,036	7,329	7,590	9,134	9,413	9,936	13,469	13,651	12,950	11,409	11,879
Wyoming	792	700	809	944	991	1,095	1,180	1,280	1,760	3,103	2,612	3,329	2,745	2,954	3,559	3,501	3,251
Total	211,927	218,776	234,833	216,705	224,884	258,958	289,368	329,587	375,097	466,184	488,037	501,487	562,272	602,554	620,405	647,765	675,629

1/ The figures given are, in most cases, as reported by State authorities. Minor inconsistencies which exist in the data, particularly for early years, have been adjusted to obtain uniformity between States. For years 1914 - 1920, see "Highway Statistics" summary bulletin.



# HIGHWAY EXPENDITURES AS A PERCENT OF GROSS NATIONAL PRODUCT, 1929-1955



SOURCE OF  
CONSTRUCTION FUNDS FOR STATE ADMINISTERED HIGHWAYS  
BY FIVE-YEAR INTERVALS  
1916-1955

TABLE SF-204

PERIOD	BONDS ISSUED FOR CONSTRUCTION 1/		FEDERAL FUNDS RECEIVED 2/		OTHER CURRENT FUNDS 3/		TOTAL CONSTRUCTION EXPENDITURES
	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	
1916-1920	104,059	19.0	75,805	13.8	368,878	67.2	548,742
1921-1925	633,285	37.9	417,103	25.0	619,166	37.1	1,669,554
1926-1930	776,838	29.3	412,638	15.6	1,458,198	55.1	2,647,674
1931-1935	490,950	16.9	1,165,019	40.0	1,256,131	43.1	2,912,100
1936-1940	478,237	16.8	1,165,094	41.0	1,199,237	42.2	2,842,568
1941-1945	79,264	4.9	536,570	33.2	1,000,583	61.9	1,616,417
1946-1950	992,604	18.3	1,489,435	27.5	2,937,111	54.2	5,419,150
1951-1955	4,930,518	41.0	2,408,410	20.0	4,679,498	39.0	12,018,426
Total	8,485,755	28.6	7,670,074	25.8	13,518,802	45.6	29,674,631

1/ Bond proceeds are considered, for this table, as having been expended within the period during which the bonds were sold.

2/ Includes funds from Bureau of Public Roads and other Federal agencies.

3/ Residual. Consists principally of highway-user revenues.



## REVENUE CONTRIBUTED FOR HIGHWAYS, BY ALL UNITS OF GOVERNMENT SINCE 1921 ↘

HF-201  
SHEET 1 OF 2

(In millions of dollars)

SOURCE	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937
<b>Federal Government:</b>																	
Major funds (Bureau of Public Roads)	77	80	72	91	92	79	80	81	78	94	218	137	218	341	213	331	248
Forest, park, public lands and other	3	4	8	11	11	10	10	12	11	16	22	23	50	75	70	72	58
FMA, WPA, and other relief funds													57	344	237	679	472
Total Federal Government	80	84	80	102	103	89	90	93	89	112	240	160	325	760	520	1,082	778
<b>State Governments:</b>																	
Highway-user imposts 2/	120	157	222	281	384	452	535	599	746	810	832	730	689	728	761	847	990
Toll receipts 3/						1	2	3	4	12	12	16	15	16	17	20	25
Property taxes and general revenues	70	66	62	39	56	48	50	55	72	43	35	33	29	11	8	5	6
Miscellaneous	7	8	14	11	15	13	13	12	11	14	20	14	8	10	8	9	11
Total revenue	197	231	298	331	455	514	600	669	833	879	899	793	741	765	794	881	1,032
Bond issue proceeds 4/	151	104	106	125	123	170	185	144	289	180	351	203	123	70	111	147	129
Total receipts	348	335	404	456	578	684	785	813	1,122	1,059	1,250	996	864	835	905	1,028	1,161
<b>Counties and other local rural units:</b>																	
Highway-user imposts											1	1	1	1	1	1	1
Toll receipts																	
Property taxes and general revenues	(400)	(400)	(403)	(401)	(437)	(499)	(534)	(550)	(525)	(528)	459	368	278	236	253	254	270
Miscellaneous	(400)	(400)	(403)	(401)	(437)	(499)	(534)	(550)	(525)	(528)	33	20	17	14	11	14	9
Total revenue	(400)	(400)	(403)	(401)	(437)	(499)	(534)	(550)	(525)	(528)	493	389	296	251	265	269	280
Bond issue proceeds 4/																	
Total receipts	(400)	(400)	(403)	(401)	(437)	(499)	(534)	(550)	(525)	(528)	493	389	296	251	265	318	327
<b>Urban places:</b>																	
Highway-user imposts																	
Toll receipts																	
Property taxes and general revenues	(337)	(376)	(403)	(482)	(578)	(624)	(730)	(718)	(725)	(787)	(643)	(474)	(373)	(337)	(335)	(348)	(335)
Miscellaneous	(337)	(376)	(403)	(482)	(578)	(624)	(730)	(718)	(725)	(787)	(643)	(474)	(373)	(337)	(335)	(348)	(335)
Bond issue proceeds 4/																	
Total receipts	(337)	(376)	(403)	(482)	(578)	(624)	(730)	(718)	(725)	(787)	(643)	(474)	(373)	(337)	(335)	(348)	(335)
<b>Summary:</b>																	
Federal funds	80	84	80	102	103	89	90	93	89	112	240	160	325	760	520	1,082	778
Highway-user imposts	120	157	222	281	384	452	535	599	746	810	832	731	690	729	762	848	990
Toll receipts						1	2	3	4	12	12	16	15	16	17	20	26
Property taxes and general revenues	(314)	(950)	(882)	(933)	(1,086)	(1,184)	(1,327)	(1,335)	(1,333)	(1,372)	(1,190)	(909)	(705)	(608)	(615)	(630)	(631)
Miscellaneous	1,014	1,091	1,184	1,316	1,573	1,726	1,954	2,030	2,172	2,306	2,275	1,816	1,735	2,113	1,914	2,580	2,425
Grand total revenues	151	104	106	125	123	170	185	144	289	180	351	203	123	70	111	196	176
Bond issue proceeds	1,165	1,195	1,290	1,441	1,696	1,896	2,139	2,174	2,451	2,486	2,626	2,019	1,858	2,183	2,025	2,776	2,601
Grand total receipts																	

REVENUE CONTRIBUTED FOR HIGHWAYS, BY ALL UNITS OF GOVERNMENT SINCE 1921 <sup>1/</sup>

(In millions of dollars)

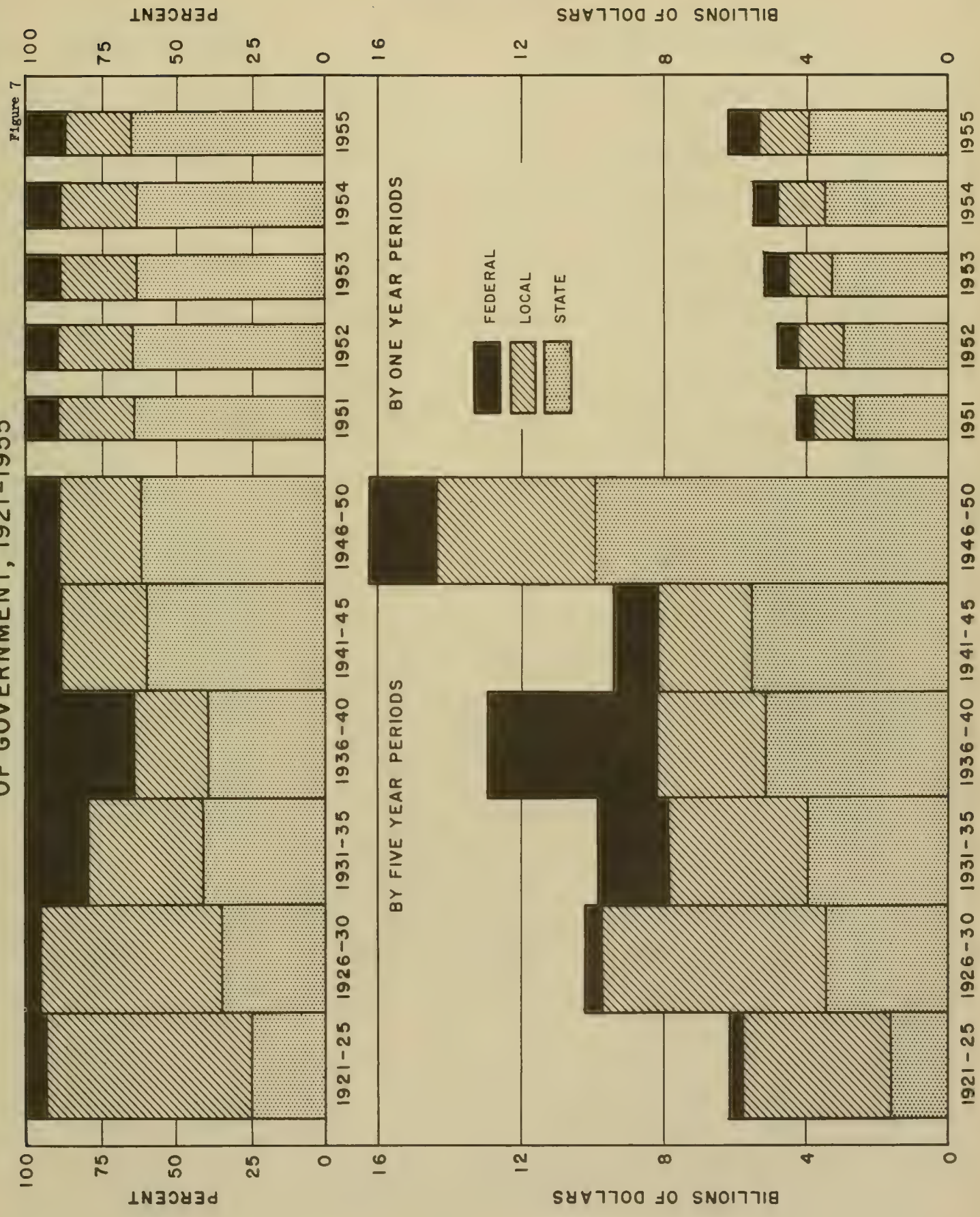
HF-201  
SHEET 2 OF 2

SOURCE	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
<b>Federal Government:</b>																		
Major funds (Bureau of Public Roads)	192	172	169	157	147	151	91	63	146	284	359	422	405	408	465	535	578	670
Forest, park, public lands and other	42	67	58	38	25	9	8	20	25	41	48	69	66	60	84	99	97	114
FMA, WPA and other relief funds	932	712	546	349	146	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Federal Government	1,066	951	773	544	318	160	99	83	171	325	407	491	471	468	549	634	675	784
<b>State Governments:</b>																		
Highway-user imposts <sup>2/</sup>	975	1,003	1,076	1,188	1,073	920	950	1,086	1,450	1,594	1,808	2,075	2,270	2,484	2,771	2,998	3,238	3,578
Toll receipts <sup>3/</sup>	25	28	31	39	37	33	36	43	57	60	64	71	72	94	134	146	167	209
Property taxes and general revenues	8	6	7	7	8	24	9	45	119	32	80	82	44	57	49	60	54	84
Miscellaneous	10	11	11	15	12	11	12	15	14	14	15	21	24	26	22	40	24	65
Total revenues	1,018	1,043	1,125	1,249	1,130	988	1,007	1,188	1,640	1,701	1,967	2,249	2,410	2,661	2,976	3,244	3,483	3,936
Bond issue proceeds <sup>4/</sup>	107	77	109	34	24	24	7	11	57	80	270	254	400	535	797	1,038	2,317	646
Total receipts	1,125	1,125	1,234	1,283	1,154	1,012	1,014	1,199	1,697	1,781	2,237	2,503	2,810	3,196	3,773	4,282	5,800	4,582
<b>Counties and other local rural units:</b>																		
Highway-user imposts																		
Toll receipts	2	3	3	4	1	-	-	1	1	1	1	2	2	2	3	4	4	5
Property taxes and general revenues	271	269	267	256	245	231	232	253	290	331	360	384	416	439	479	507	526	545
Miscellaneous	10	12	10	9	11	13	10	12	14	17	20	22	30	31	39	40	39	40
Total revenues	283	281	280	269	266	249	247	271	312	357	391	419	460	484	534	564	583	605
Bond issue proceeds <sup>4/</sup>	49	35	20	31	19	6	6	18	44	105	83	97	82	77	100	106	94	127
Total receipts	332	319	300	300	281	255	253	289	356	462	474	516	549	561	634	670	677	732
<b>Urban places:</b>																		
Highway-user imposts																		
Toll receipts																		
Property taxes and general revenues	(366)	(382)	(347)	(295)	(255)	(205)	(220)	283	309	366	448	466	460	469	528	576	611	640
Miscellaneous	(366)	(322)	(347)	(295)	(255)	(205)	(220)	19	21	28	34	45	52	54	66	70	72	75
Total revenues	(366)	(382)	(347)	(295)	(255)	(205)	(220)	327	362	432	526	560	566	585	670	736	776	813
Bond issue proceeds <sup>4/</sup>								20	62	122	121	178	161	176	205	189	251	310
Total receipts								347	424	554	647	738	727	761	875	925	1,027	1,123
<b>Summary:</b>																		
Federal funds	1,066	951	773	544	318	160	99	83	171	325	407	491	471	468	549	634	675	784
Highway-user imposts	975	1,003	1,076	1,188	1,074	920	950	1,098	1,463	1,612	1,899	2,100	2,295	2,511	2,809	3,050	3,292	3,636
Toll receipts	27	31	34	43	42	38	41	62	84	89	98	108	115	143	188	201	224	269
Property taxes and general revenues	(665)	(680)	(642)	(592)	(521)	(484)	(483)	581	718	729	888	932	920	965	1,056	1,143	1,191	1,269
Miscellaneous	2,733	2,665	2,525	2,357	1,965	1,602	1,573	45	49	60	69	88	106	111	127	150	135	180
Grand total revenues	156	112	129	65	43	30	13	49	163	307	474	529	650	768	875	1,333	2,662	6,138
Bond issue proceeds	2,889	2,777	2,654	2,422	2,008	1,632	1,586	1,918	2,648	3,122	3,765	4,243	4,557	4,986	5,831	6,511	8,179	7,221
Grand total receipts																		

<sup>1/</sup> Federal data and State data (since 1933) are for calendar year; local data (and State data prior to 1934) are for fiscal year.<sup>2/</sup> Excludes amounts allocated for collection expenses and nonhighway purposes.<sup>3/</sup> Excludes amounts estimated to have been used for nonhighway purposes.<sup>4/</sup> Refunding issues not included.



# REVENUE CONTRIBUTED FOR HIGHWAY PURPOSES BY ALL UNITS OF GOVERNMENT, 1921-1955



# EXPENDITURES FOR HIGHWAY PURPOSES BY ALL UNITS OF GOVERNMENT SINCE 1921 BY SYSTEMS ON WHICH EXPENDED 1/

 HP-202  
SHEET 1 OF 2

(In millions of dollars)

EXPENDED ON	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937
State highways: 2/ Capital outlay	301	287	280	398	404	366	419	558	575	729	798	571	530	594	450	666	600
1. Work relief																	(5)
Maintenance	65	75	75	105	119	126	139	160	174	194	164	183	183	(13)	(8)	(30)	225
Administration 3/	25	32	42	51	61	61	62	29	38	39	39	44	31	37	37	45	61
Highway police 4/					1		1	2	1	4	5	6	7	9	12	14	18
Interest	10	16	18	22	28	34	35	37	55	53	64	74	75	75	76	75	80
Total direct expenditures	401	410	415	576	613	587	656	786	843	1,019	1,070	878	826	898	764	1,024	984
Obligations retired 5/	3	4	13	12	12	26	32	42	38	47	44	44	52	64	57	106	96
Total disbursements	404	414	428	588	625	613	688	828	881	1,066	1,114	922	878	962	821	1,130	1,080
County and local road units:																	
Capital outlay	337	330	242	256	265	266	289	282	257	297	257	177	140	252	204	464	384
1. Work relief													(25)	(150)	(91)	(339)	(221)
Maintenance	186	185	184	195	197	213	238	260	260	284	261	232	189	186	199	220	239
Administration 3/	39	40	45	28	30	42	41	37	48	37	39	27	27	26	27	24	18
Interest	34	35	50	55	52	67	75	80	78	83	86	82	76	76	69	63	63
Total direct expenditures	596	590	521	534	544	588	643	659	644	701	643	518	432	540	495	771	704
Obligations retired 5/																	91
Total disbursements	596	590	521	534	544	588	643	659	644	701	643	518	432	540	495	864	795
Urban streets:																	
Capital outlay	191	213	226	285	357	373	453	444	429	478	350	211	167	286	223	401	375
1. Work relief													(29)	(172)	(103)	(264)	(203)
Maintenance	108	115	120	130	147	167	182	180	196	197	193	166	147	148	146	156	133
Administration 3/	18	19	20	22	24	28	30	30	32	33	32	27	24	25	24	26	22
Interest	20	29	37	45	54	62	69	74	82	91	88	87	82	75	68	60	54
Total direct expenditures	337	376	403	482	582	630	734	728	739	799	663	491	420	534	461	643	584
Obligations retired 5/																	
Total disbursements	337	376	403	482	582	630	734	728	739	799	663	491	420	534	461	643	584
Federal expenditures not classified by system: 6/	3	4	7	9	10	10	10	11	11	17	22	21	44	61	64	53	42
All roads and streets:																	
Capital outlay	832	834	755	948	1,036	1,015	1,171	1,295	1,272	1,521	1,427	980	881	1,193	941	1,584	1,401
1. Work relief													(56)	(335)	(202)	(633)	(429)
Maintenance	359	375	379	430	463	506	559	600	630	675	618	581	519	517	534	600	597
Administration	82	91	107	101	115	131	133	96	119	109	110	98	82	88	84	95	101
Highway police					1		1	2	1	4	5	6	7	9	12	14	18
Interest	64	80	105	122	134	163	179	191	215	227	238	243	233	226	213	198	197
Total direct expenditures	1,337	1,380	1,346	1,601	1,749	1,815	2,043	2,184	2,237	2,536	2,398	1,908	1,722	2,033	1,784	2,491	2,314
Obligations retired	3	4	13	12	12	26	32	42	38	47	44	44	52	64	57	199	187
Grand total disbursements	1,340	1,384	1,359	1,613	1,761	1,841	2,075	2,226	2,275	2,583	2,442	1,952	1,774	2,097	1,841	2,690	2,501



# EXPENDITURES FOR HIGHWAY PURPOSES BY ALL UNITS OF GOVERNMENT SINCE 1921 BY SYSTEMS ON WHICH EXPENDED <sup>1/</sup>

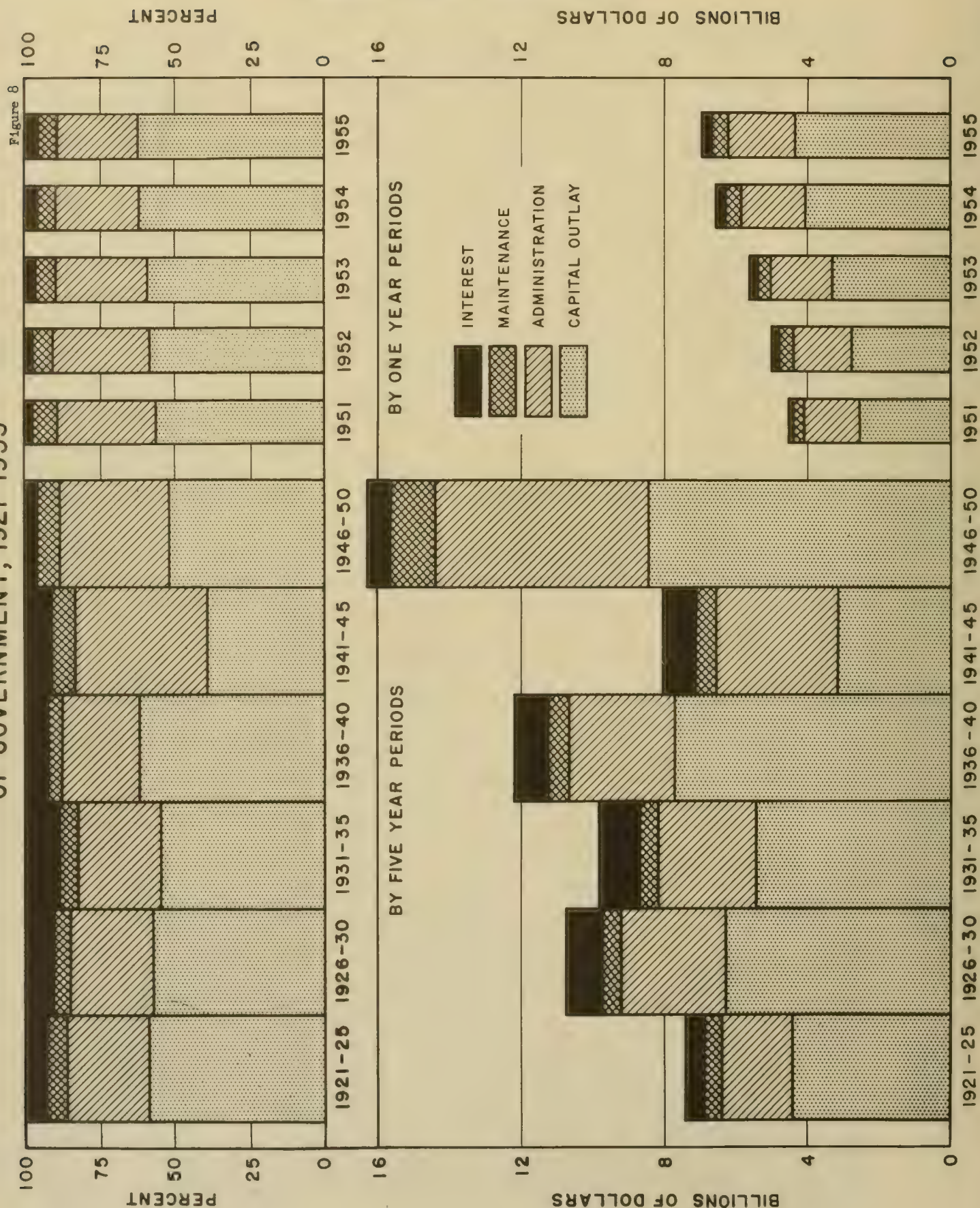
HF-202  
SHEET 2 OF 2

(In millions of dollars)

EXPENDED ON	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
State highways: 2/ Capital outlay 1. Work relief Maintenance Administration 3/ Highway police 4/ Interest Total direct expenditures Obligations retired 5/ Total disbursements	582 (19) 234 56 24 24 80 976 101 1,077	585 (79) 213 52 24 80 954 186 1,140	636 (65) 224 54 27 78 1,019 115 1,134	584 (53) 237 54 29 74 978 119 1,097	430 (24) 220 42 34 68 794 118 912	269 227 34 31 66 627 107 734	212 263 42 29 62 608 125 733	214 290 58 28 57 647 106 753	509 329 90 41 53 1,022 121 1,143	897 377 133 46 50 1,503 113 1,616	1,156 469 105 63 52 1,845 116 1,961	1,379 492 116 70 57 2,114 105 2,219	1,555 505 111 78 60 2,309 142 2,451	1,758 567 127 91 64 2,607 155 2,762	1,964 609 129 95 79 2,876 156 3,032	2,295 626 144 111 103 3,279 147 3,426	2,995 654 165 122 148 4,084 167 4,251	3,139 683 158 132 187 4,299 190 4,489
County and local rural roads: Capital outlay 1. Work relief Maintenance Administration 3/ Interest Total direct expenditures Obligations retired 5/ Total disbursements	547 (389) 242 19 60 868 96 964	513 (352) 244 20 55 832 100 932	447 (295) 249 18 51 765 94 859	328 (189) 259 21 48 656 93 749	190 (78) 256 20 44 510 89 599	90 269 21 39 419 82 501	80 295 23 35 433 75 508	82 311 20 35 448 74 522	164 380 24 33 601 68 669	261 431 27 30 749 70 819	325 481 34 30 870 72 942	358 504 40 29 931 72 1,003	331 562 46 27 966 77 1,043	359 603 49 27 1,038 77 1,115	456 625 53 26 1,160 78 1,238	513 656 58 26 1,253 76 1,329	540 683 61 28 1,312 77 1,389	580 703 64 29 1,376 80 1,456
Urban streets: Capital outlay 1. Work relief Maintenance Administration 3/ Interest Total direct expenditures Obligations retired 5/ Total disbursements	541 (367) 156 26 55 778 778	434 (233) 150 25 56 665 665	344 (167) 139 23 61 567 567	241 (104) 155 26 58 480 480	159 (44) 162 27 56 404 404	68 171 28 54 321 321	74 167 28 52 321 321	58 194 19 39 310 78 388	105 222 27 37 391 72 463	221 267 35 39 562 74 636	267 327 45 40 679 77 756	350 350 53 43 796 84 880	356 350 54 42 802 96 898	356 382 59 42 839 111 950	404 413 72 44 933 104 1,037	443 446 73 45 1,007 119 1,126	476 459 76 49 1,060 156 1,216	509 471 79 52 1,111 160 1,271
Federal expenditures not classified by system: 6/	37	35	30	26	17	7	7	14	21	34	39	57	46	41	50	58	55	78
All roads and streets: Capital outlay 1. Work relief Maintenance Administration Highway police Interest Total direct expenditures Obligations retired Grand total disbursements	1,707 (775) 632 101 24 195 2,659 197 2,856	1,567 (664) 607 97 191 2,486 286 2,772	1,457 (527) 612 95 27 190 2,381 209 2,590	1,179 (346) 651 101 29 180 2,140 212 2,352	796 (146) 638 89 34 168 1,725 207 1,932	434 667 83 31 159 1,374 189 1,563	373 725 93 29 149 1,369 200 1,569	368 795 97 28 131 1,419 258 1,677	799 931 141 41 123 2,035 261 2,296	1,413 1,075 195 46 119 2,848 257 3,105	1,787 1,277 184 63 122 3,433 265 3,698	2,144 1,346 209 70 129 3,898 261 4,159	2,288 1,417 211 78 129 4,123 315 4,438	2,514 1,552 235 91 133 4,525 343 4,868	2,874 1,647 254 95 149 5,019 338 5,357	3,309 1,728 275 111 174 5,597 342 5,939	4,066 1,796 302 122 225 6,511 400 6,911	4,306 1,857 301 132 268 6,864 430 7,294
Capital outlays for toll facilities:										45	42	117	215	313	198	454	854	924

1/ Federal data and State data (since 1933) are for calendar year; local data (and State data prior to 1934) are for fiscal year.  
2/ Includes expenditures on county roads under State control and on municipal extensions of State highways.  
3/ Includes engineering and equipment costs not charged to capital outlay and maintenance, and miscellaneous expenditures.  
4/ No information available for years 1921-24.  
5/ Redemption by refunding not included; complete local rural debt redemption data not available prior to 1936; nor for local urban debt prior to 1945.  
6/ Includes funds of other agencies expended directly by Bureau of Public Roads as well as funds expended by those agencies.

# EXPENDITURES FOR HIGHWAY PURPOSES BY ALL UNITS OF GOVERNMENT, 1921-1955





STATE OBLIGATIONS FOR HIGHWAYS  
OBLIGATIONS ISSUED, REDEEMED, AND OUTSTANDING, SINCE 1890 <sup>1</sup>

TABLE SB-202  
SHEET 1 OF 6

YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	YEAR	
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	ALABAMA				ARKANSAS				CALIFORNIA				COLORADO					
PRIOR TO 1920 3/									30,500	-	1,200	29,300					PRIOR TO 1920 3/	
1920									6,622	-	400	35,922					1920	
1921	3,000	-	-	3,000					19,878	-	400	55,000	2,000	-	-	2,000	1921	
1922										-	400	54,600	3,000	-	-	5,000	1922	
1923	10,000	-	728	12,272					13,000	-	775	66,825	1,500	-	-	6,500	1923	
1924	-	-	600	11,672					3,000	-	775	69,050	1,500	-	500	7,500	1924	
1925	7,000	-		707	17,965				-	-	775	68,275	1,500	-	600	8,400	1925	
1926	3,000	-		665	20,300				-	-	1,775	66,500	1,500	-	560	9,340	1926	
1927	7,000	-		750	26,550	77,169	-	5,372	71,797	-	1,775	64,725	-	-	540	8,800	1927	
1928	17,500	-		851	43,199	13,000	-	6,504	78,293	-	1,775	62,950	-	-	650	8,150	1928	
1929	7,500	-		900	49,799	33,000	-	5,500	105,793	-	1,775	61,175	-	-	730	7,420	1929	
1930	-	-		945	48,854	9,000	-	7,423	107,370	-	1,775	59,400	-	-	780	6,640	1930	
1931	-	-	-	1,353	47,501	52,500	-	3,638	156,232	-	1,775	57,625	-	-	1,344	5,296	1931	
1932	-	-	-	1,393	46,108	-	-	619	155,613	-	1,775	55,850	-	-	224	5,072	1932	
1933	-	-	-	1,191	44,917	-	-	-	155,613	6,650	1,775	60,725	-	-	1,726	3,346	1933	
1934	-	-	-	1,687	43,230	-	158,926	157,613	156,926	19,000	1,775	77,950	-	-	264	3,082	1934	
1935	-	-	-	876	42,354	-	-	3,641	153,285	12,000	1,970	87,980	-	2,956	3,082	2,956	1935	
1936	-	3,295	-	4,952	40,697	-	-	3,820	149,465	18,000	1,870	104,110	25,000	-	246	27,710	1936	
1937	3,095	-	-	1,221	42,571	-	-	4,611	144,854	8,339	-	1,875	110,574	-	246	27,464	1937	
1938	-	-	-	1,182	41,389	639	-	3,598	141,895	9,661	63,339	65,374	118,200	-	246	27,218	1938	
1939	-	-	-	1,356	40,033	316	-	3,206	139,005	-	-	4,450	113,750	-	1,496	25,722	1939	
1940	-	868	-	1,774	39,127	-	-	2,674	136,331	5,943	-	2,224	117,399	-	1,531	24,191	1940	
1941	-	-	-	2,774	36,353	-	136,331	136,331	136,331	-	-	5,825	111,574	-	1,571	22,620	1941	
1942	-	-	-	1,910	34,443	-	-	-	136,331	-	-	7,466	104,108	-	1,606	21,014	1942	
1943	-	-	4,178	5,460	33,161	-	-	2,782	133,542	-	-	5,676	98,432	-	-	1,656	19,358	1943
1944	-	-	-	1,432	31,729	-	-	2,880	130,662	3,667	52,333	6,957	147,475	-	-	1,697	17,661	1944
1945	-	-	-	1,602	30,127	-	-	2,974	127,688	-	-	61,524	85,951	-	-	1,732	15,929	1945
1946	-	-	-	1,639	28,488	-	-	3,070	124,618	-	-	9,263	76,688	-	-	1,777	14,152	1946
1947	-	-	-	1,828	26,660	-	-	3,170	121,448	-	-	8,764	67,924	-	-	1,817	12,335	1947
1948	-	-	-	1,839	24,821	-	-	3,273	118,175	-	-	8,955	58,969	-	-	1,625	10,710	1948
1949	-	-	-	2,424	22,397	7,000	-	3,379	121,796	-	-	7,104	51,865	-	-	1,661	9,049	1949
1950	-	-	-	2,484	19,913	7,000	-	4,301	124,495	-	-	12,121	39,744	6,300	-	1,739	13,610	1950
1951	784	-	-	2,595	18,102	7,000	-	4,401	127,094	8,350	-	10,756	37,338	-	-	1,783	11,827	1951
1952	25,000	-	-	2,553	40,549	-	-	5,215	121,879	14,137	6,863	10,638	47,700	-	-	1,860	9,967	1952
1953	323	-	-	2,442	38,430	-	-	5,206	116,673	65,000	-	4,250	108,450	-	-	1,891	8,076	1953
1954	-	-	-	2,164	36,266	-	-	5,628	111,045	-	-	4,096	104,354	2,388	-	2,078	8,386	1954
1955	16,944	-	-	2,148	51,062	-	-	6,884	104,161	46,000	-	20,800	129,554	-	-	284	8,102	1955
CONNECTICUT																		
DELAWARE																		
FLORIDA																		
GEORGIA																		
PRIOR TO 1920 3/					1,100	-	-	1,100									PRIOR TO 1920 3/	
1920					1,000	-	-	2,100									1920	
1921					1,829	-	-	3,929									1921	
1922					1,400	-	-	5,329									1922	
1923					1,315	-	-	6,644									1923	
1924					1,036	-	-	7,680									1924	
1925					1,000	-	-	8,680									1925	
1926					1,100	-	-	9,780									1926	
1927					7,390	-	190	16,980									1927	
1928					1,000	-	225	17,755									1928	
1929					500	-	2,325	15,930									1929	
1930					-	-	5,930	10,000									1930	
1931					-	-	1,625	8,375	107,803	-	2,627	105,176					1931	
1932					1,000	-	1,285	8,090	-	-	6,276	98,900					1932	
1933					-	-	275	7,815	-	-	6,043	92,857	24,513	-	-	24,513	1933	
1934					-	-	480	7,335	-	-	6,905	85,952	2,061	-	-	26,574	1934	
1935	8,680	-	-	8,680	-	4,890	2,990	9,235	1,733	-	7,565	80,120	3	-	-	26,577	1935	
1936	1,300	-	652	9,328	-	-	360	8,875	-	-	8,382	71,738	22	-	2,660	23,939	1936	
1937	8,520	-	782	17,066	-	-	275	8,600	-	-	8,626	63,112	63	-	2,673	21,329	1937	
1938	-	-	1,350	15,716	-	-	370	8,230	1,243	-	8,544	55,811	6	-	2,665	18,670	1938	
1939	-	-	1,350	14,366	1,250	-	385	9,095	107	-	9,015	46,903	-	2,650	2,668	18,652	1939	
1940	10,400	-	1,350	23,416	-	-	386	8,709	571	-	9,155	38,319	-	2,650	2,667	18,635	1940	
1941	-	-	1,350	22,066	-	-	351	8,358	-	-	7,926	30,393	-	2,650	2,667	18,618	1941	
1942	-	-	1,350	20,716	-	-	346	8,012	88	-	8,472	22,009	20	-	2,687	15,951	1942	
1943	-	-	1,350	19,366	-	-	396	7,616	2,689	-	5,764	18,934	-	-	2,667	13,284	1943	
1944	-	-	1,450	17,876	-	-	411	7,205	34	-	6,118	12,850	-	-	2,667	10,617	1944	
1945	-	-	1,730	16,146	-	-	421	6,784	-	-	6,978	5,872	-	-	2,667	7,950	1945	
1946	-	-	1,510	14,636	-	-	436	6,348	3,150	3,150	4,829	7,343	-	-	2,625	5,325	1946	
1947	10,000	-	1,380	23,256	-	-	431	5,917	-	-	438	6,905	-	-	2,665	2,660	1947	
1948	-	-	1,880	21,376	42,500	-	436	47,981	10,501	-	539	16,867	-	-	2,658	2	1948	
1949	1,000	-	1,880	20,496	7,030	1,250	1,671	54,590	5,720	-	702	21,885	-	-	2	-	1949	
1950	-	-	2,005	18,491	2,000	-	781	55,809	28,000	-	780	49,105	-	-	-	-	1950	
1951	-	-	1,573	16,918	8,900	-	791	63,918	21,755	-	370	69,980	-	-	-	-	1951	
1952	-	-	1,573	15,345	7,500	-	1,041	70,377	800	4,600	5,591	69,789	-	-	-	-	1952	
1953	-	-	1,005	14,340	7,455	-	1,919	75,913	-	-	1,115	68,674	9,750	-	-	9,750	1953	
1954	100,000	-	1,005	113,335	8,045	-	5,931	78,027	6,000	-	2,759	71,915	27,535	-	600	36,685	1954	
1955	-	-	1,030	112,305	3,559	-	6,886	74,700	104,050	-	3,606							

# STATE OBLIGATIONS FOR HIGHWAYS

## OBLIGATIONS ISSUED, REDEEMED, AND OUTSTANDING, SINCE 1890 <sup>1</sup>

TABLE SB-202  
SHEET 2 OF 6

YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	YEAR
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars		
	IDAHO				ILLINOIS				INDIANA				IOWA				
PRIOR TO 1920 3/	1,935	-	290	1,645													PRIOR TO 1920 3/
1920	-	-	10	1,635									1,460	-	-	1,460	1920
1921	2,000	-	12	3,623	5,000	-	-	5,000					3,569	-	285	4,744	1921
1922	-	-	-	3,623	12,000	-	-	17,000					2,800	500	855	7,189	1922
1923	-	-	-	3,623	19,000	-	-	36,000					2,042	610	1,169	8,672	1923
1924	-	-	20	3,603	24,000	-	-	60,000					5,642	480	1,082	13,712	1924
1925	-	164	318	3,449	24,000	-	-	84,000					1,900	1,994	2,487	15,119	1925
1926	-	-	29	3,420	5,000	-	2,000	87,000					2,494	870	1,630	16,853	1926
1927	-	-	437	2,983	12,000	-	2,000	97,000					7,966	766	1,554	24,031	1927
1928	-	-	144	2,839	36,000	-	1,999	131,001					13,722	177	814	43,116	1928
1929	-	-	70	2,769	21,000	-	2,001	150,000					19,300	268	979	60,705	1929
1930	1,000	-	159	3,610	-	-	2,000	148,000					26,723	325	1,495	86,258	1930
1931	-	1,300	2,159	2,751	-	-	2,000	146,000					11,815	193	1,786	96,480	1931
1932	-	-	455	2,296	2,000	-	2,500	145,500					1,605	233	2,050	96,268	1932
1933	-	-	395	1,901	-	-	2,490	143,010					800	765	2,833	95,000	1933
1934	-	-	463	1,438	-	-	2,509	140,501					-	15,517	19,800	90,717	1934
1935	-	-	385	1,053	-	-	3,489	137,012					210	31,306	35,366	86,867	1935
1936	-	-	269	784	-	-	3,466	133,546					4,496	21,148	26,116	86,395	1936
1937	-	-	158	626	-	-	3,538	130,008					2,750	5,407	11,104	83,448	1937
1938	-	-	157	469	-	-	4,481	125,527					2,349	880	6,888	79,789	1938
1939	-	-	158	311	-	-	4,397	121,130					886	450	6,623	74,502	1939
1940	482	-	200	593	-	-	5,096	116,034					440	-	6,377	68,565	1940
1941	-	-	203	370	-	-	4,993	111,041					218	60	6,582	62,261	1941
1942	-	-	109	281	2,775	-	4,971	108,845					-	3,811	10,498	55,574	1942
1943	-	-	43	238	-	-	5,022	103,823					-	2,750	9,614	48,710	1943
1944	-	-	79	159	-	-	5,003	98,820					-	3,034	10,110	41,634	1944
1945	-	-	84	75	-	-	5,979	92,841					-	640	7,816	34,458	1945
1946	-	-	75	-	-	-	6,016	86,825					-	-	7,409	27,049	1946
1947	-	-	-	-	-	2,475	8,809	80,491					-	178	7,900	19,327	1947
1948	-	-	-	-	-	-	6,225	74,266					-	-	7,820	11,507	1948
1949	-	-	-	-	-	-	6,362	67,904					-	-	6,992	4,515	1949
1950	-	-	-	-	-	-	6,398	61,506					-	-	4,515	-	1950
1951	-	-	-	-	-	-	6,431	55,075					-	-	-	-	1951
1952	-	-	-	-	-	-	6,141	48,934					-	-	-	-	1952
1953	-	-	-	-	-	-	7,301	41,633					-	-	-	-	1953
1954	-	-	-	-	-	-	6,571	35,062	280,000	-	-	280,000	-	-	-	-	1954
1955	-	-	-	-	-	-	6,468	28,594	-	-	-	280,000	-	-	-	-	1955
KANSAS				KENTUCKY				LOUISIANA				MAINE					
PRIOR TO 1920 3/								700	-	-	700	2,218	-	298	1,920	PRIOR TO 1920 3/	
1920								-	-	21	679	3,000	-	287	4,633	1920	
1921								-	-	22	657	1,750	-	119	6,264	1921	
1922								-	-	23	634	1,250	-	119	7,395	1922	
1923								-	-	25	609	1,600	-	119	8,876	1923	
1924								-	-	26	583	1,000	-	119	9,757	1924	
1925								-	-	27	556	942	-	119	10,580	1925	
1926								-	-	28	528	3,683	-	179	14,084	1926	
1927								2,000	-	30	2,498	2,500	-	446	16,138	1927	
1928								-	-	36	2,462	675	-	481	16,532	1928	
1929	26,236	-	215	26,021				15,000	-	38	17,424	2,456	-	531	18,457	1929	
1930	-	-	259	25,762	7,407	-	7,407	21,000	-	784	37,640	3,700	-	631	21,526	1930	
1931	-	-	78	25,684	2,285	-	444	9,248	15,000	-	880	51,760	4,700	-	631	25,595	1931
1932	-	-	902	24,782	-	-	636	8,612	32,000	-	915	82,845	4,500	-	877	29,218	1932
1933	-	-	956	23,826	-	-	419	8,193	-	-	950	81,895	1,000	-	885	29,333	1933
1934	-	-	1,047	22,779	-	-	245	7,948	500	-	3,192	79,203	250	-	877	28,706	1934
1935	1,250	-	1,160	22,869	2,600	7,722	8,143	10,127	7,500	-	2,027	84,676	875	-	1,164	28,417	1935
1936	2,342	-	1,026	24,185	1,800	5,465	6,562	10,830	5,000	-	4,223	85,453	1,375	-	1,433	28,359	1936
1937	-	-	1,564	22,621	3,265	-	580	13,515	17,000	-	7,819	94,634	1,490	-	1,929	27,920	1937
1938	-	-	1,464	21,157	1,398	-	1,850	13,063	8,500	-	2,461	100,673	1,000	-	1,706	27,214	1938
1939	-	74	1,282	19,949	325	3,125	4,995	11,518	7,600	-	3,173	105,100	1,000	-	1,838	26,376	1939
1940	-	-	1,215	18,734	-	1,450	9,298	9,298	5,500	-	2,616	107,984	1,000	-	2,069	25,307	1940
1941	-	-	897	17,837	-	2,158	4,386	7,070	116	-	3,024	105,076	500	-	2,552	23,255	1941
1942	-	-	732	17,105	-	-	1,689	5,381	-	-	4,557	100,519	700	-	2,098	21,857	1942
1943	-	-	1,350	15,755	-	-	1,024	4,357	1,100	-	5,506	96,113	-	-	2,105	19,752	1943
1944	-	3	1,240	14,518	-	-	1,197	3,160	2,000	-	4,727	93,386	-	-	1,906	17,846	1944
1945	-	-	1,263	13,255	-	-	1,486	1,674	-	-	4,387	88,999	-	-	1,756	16,090	1945
1946	-	-	1,280	11,975	-	-	566	1,108	2,900	-	4,415	87,484	15,000	600	2,261	29,429	1946
1947	-	-	1,736	10,233	1,000	-	508	1,600	19,000	-	4,677	101,807	5,000	900	2,803	32,526	1947
1948	-	-	1,307	8,932	-	-	475	1,125	-	-	4,750	97,057	-	-	1,773	30,753	1948
1949	-	-	1,096	7,836	-	-	275	850	-	-	5,004	92,053	600	-	1,673	29,680	1949
1950	-	-	998	6,838	-	-	85	765	10,000	-	5,022	97,031	-	-	1,474	28,206	1950
1951	-	-	1,079	5,739	-	-	300	465	-	-	5,426	91,605	-	-	1,679	26,527	1951
1952	-	-	1,126	4,613	-	-	225	240	-	-	5,722	85,883	13,500	450	1,959	38,518	1952
1953	-	-	1,000	3,613	4,361	-	240	4,361	15,500	-	6,082	95,301	78,206	19,794	20,881	115,637	1953
1954	160,000	-	1,105	162,508	43,500	-	80	47,781	81,400	-	6,330	170,371	-	-	2,010	113,627	1954
1955	-	-	1,000	161,508	-	-	85	47,696	-	-	6,786	163,585	-	-	1,598	112,029	1955



STATE OBLIGATIONS FOR HIGHWAYS  
OBLIGATIONS ISSUED, REDEEMED, AND OUTSTANDING, SINCE 1890 1/

TABLE SB-202  
SHEET 3 OF 6

YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	YEAR
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
MARYLAND				MASSACHUSETTS				MICHIGAN				MINNESOTA					
PRIOR TO 1920 3/	21,510	-	1,096	20,414	28,294	-	3,576	24,718	1,581	-	-	1,581					PRIOR TO 1920 3/
1920	1,000	-	602	20,812	125	-	1,947	22,896	5,419	-	-	7,000			-		1920
1921	2,485	-	715	22,582	-	-	649	22,247	10,050	-	-	17,050	10,262	-	-	-	1921
1922	1,900	-	830	23,652	-	-	647	21,600	11,000	-	-	28,050	4,490	-	-	-	1922
1923	2,487	-	1,451	24,688	1 34	-	5,622	16,112	7,000	-	-	35,050	4,957	-	159	19,550	1923
1924	2,050	-	2,150	24,588	-	-	617	15,495	14,950	-	-	50,000	12,895	-	175	32,270	1924
1925	2,050	-	2,313	24,325	567	-	610	15,452	-	4,419	4,419	50,000	420	-	895	31,795	1925
1926	1,800	-	2,724	23,401	338	-	625	15,165	-	-	-	50,000	1,603	-	159	33,239	1926
1927	1,875	-	3,697	21,379	-	-	1,268	13,897	-	-	-	50,000	147	-	167	33,219	1927
1928	1,250	-	4,804	17,825	-	-	2,295	11,602	-	-	-	50,000	-	-	161	33,058	1928
1929	4,227	-	2,560	19,492	-	-	2,585	9,017	-	-	-	50,000	-	-	2,222	30,836	1929
1930	2,245	-	1,870	19,867	-	-	-	8,274	-	-	-	50,000	-	9,000	12,065	27,771	1930
1931	1,000	-	1,667	19,200	-	-	614	7,660	-	-	-	50,000	8,000	2,000	3,272	34,499	1931
1932	1,000	-	1,854	18,346	-	-	899	6,761	-	-	-	50,000	7,555	2,445	1,659	42,840	1932
1933	-	-	1,930	16,416	-	-	590	6,171	-	-	-	50,000	-	-	877	41,963	1933
1934	3,730	-	1,922	18,224	2,520	-	437	8,254	-	-	1,557	48,443	-	-	2,022	39,941	1934
1935	1,506	-	1,910	17,820	7,860	-	856	15,258	-	-	24	48,419	4,500	-	2,450	41,991	1935
1936	2,553	-	2,221	18,152	7,720	-	2,722	20,256	1,900	-	-	50,319	6,650	-	2,471	46,170	1936
1937	-	-	2,125	16,027	-	-	4,381	15,875	-	-	968	49,351	-	-	2,342	43,828	1937
1938	6,000	5,358	7,114	20,271	14,250	-	3,930	26,195	400	-	32	49,719	-	-	2,452	41,376	1938
1939	711	-	1,558	19,424	-	-	6,963	19,232	-	-	65	49,654	-	-	2,879	38,497	1939
1940	-	-	2,123	17,301	850	-	6,235	13,847	-	-	4,777	44,877	-	-	2,751	35,746	1940
1941	5,434	10,766	12,769	20,732	-	-	4,920	8,927	-	-	10,331	34,546	-	-	2,737	33,009	1941
1942	-	-	2,100	18,632	-	-	3,493	5,434	-	-	10,282	24,264	-	-	3,792	29,217	1942
1943	-	-	1,980	16,652	-	-	3,698	1,736	-	-	8,665	15,599	-	-	3,528	25,689	1943
1944	-	-	2,015	14,637	-	-	787	949	-	-	12,913	2,686	-	-	3,564	22,125	1944
1945	1,500	-	1,630	14,507	-	-	527	422	-	2,200	2,436	2,450	-	-	3,605	18,520	1945
1946	-	-	1,941	12,566	-	-	175	247	-	-	348	2,102	-	-	3,600	14,920	1946
1947	-	-	2,045	10,521	-	-	158	89	-	-	252	1,850	-	-	3,945	10,975	1947
1948	37,138	362	4,842	43,179	27,000	-	8	27,081	-	-	230	1,620	-	-	2,825	8,150	1948
1949	26,688	4,737	5,389	69,215	-	-	34	27,047	-	-	198	1,422	-	-	2,500	5,650	1949
1950	25,000	-	1,808	92,107	60,000	-	8	87,039	-	-	292	1,130	-	-	2,500	3,150	1950
1951	25,000	-	3,180	113,927	44,000	-	6,009	125,030	-	-	215	885	-	-	2,500	650	1951
1952	-	-	5,216	108,011	32,000	-	10,008	147,022	80,000	-	244	80,641	-	-	650	-	1952
1953	25,000	-	8,833	124,178	34,250	-	10,026	171,246	20,000	-	142	100,499	-	-	-	-	1953
1954	172,253	34,037	45,836	284,632	308,750	-	12,791	467,205	109,800	-	603	209,696	-	-	-	-	1954
1955	40,048	1,503	9,459	316,724	40,000	-	12,998	494,207	5,000	-	3,707	210,989	-	-	-	-	1955
MISSISSIPPI				MISSOURI				MONTANA				NEVADA					
PRIOR TO 1920 3/																	PRIOR TO 1920 3/
1920												600	-	-	90	510	1920
1921												200	-	-	100	610	1921
1922					10,000	-	-	10,000				-	-	-	60	550	1922
1923					5,000	-	2,000	13,000				-	-	-	-	550	1923
1924					10,000	-	2,000	21,000				-	-	-	-	550	1924
1925					15,000	-	1,000	35,000				138	-	-	50	638	1925
1926					15,000	-	2,005	47,995				-	-	-	100	538	1926
1927					5,000	-	2,995	50,000				131	-	-	105	544	1927
1928					-	-	1,000	49,000				100	-	-	105	559	1928
1929					7,500	-	1,000	55,500				103	-	-	158	504	1929
1930					20,000	-	1,000	74,500				125	-	-	167	462	1930
1931					15,000	-	1,000	88,500	1,500	-	-	1,500	100	-	176	386	1931
1932					17,500	-	1,010	104,990	-	-	-	1,500	400	-	125	661	1932
1933					5,600	-	3,000	107,990	1,500	-	-	3,000	100	-	176	585	1933
1934					5,000	-	3,000	109,990	1,500	-	-	3,785	-	-	123	462	1934
1935					-	-	3,000	106,990	-	-	-	483	3,302	-	70	392	1935
1936	10,600	-	-	10,600	5,000	-	3,000	108,990	-	-	-	302	3,000	-	87	305	1936
1937	12,400	-	1,583	21,417	-	-	3,000	105,990	-	-	-	3,000	50	-	82	273	1937
1938	13,503	20,185	22,088	33,017	-	-	3,000	100,990	-	-	1,290	1,710	50	-	82	241	1938
1939	15,000	-	1,987	46,030	-	-	5,000	95,990	3,000	-	858	3,852	-	-	83	158	1939
1940	11,312	-	1,845	55,497	-	-	5,000	90,990	-	-	852	3,000	-	-	83	75	1940
1941	-	2,106	2,106	55,497	-	-	5,000	85,990	-	-	-	3,000	-	-	75	-	1941
1942	-	-	2,168	53,329	-	-	5,000	80,990	-	-	-	3,000	-	-	-	-	1942
1943	-	-	2,232	51,097	-	560	5,600	75,550	-	-	-	3,000	-	-	-	-	1943
1944	-	4,000	4,299	50,798	-	-	5,990	69,560	-	-	-	3,000	-	-	-	-	1944
1945	-	5,918	8,180	48,536	297	-	6,034	63,823	-	-	-	3,000	-	-	-	-	1945
1946	5,000	-	4,545	48,991	-	475	6,579	57,719	323	1,177	2,907	1,593	-	-	-	-	1946
1947	10,000	-	2,513	56,478	21	-	6,155	51,585	-	-	90	1,503	-	-	-	-	1947
1948	10,000	-	2,588	63,890	2	-	6,154	45,433	5,000	-	-	6,501	-	-	-	-	1948
1949	5,000	-	2,666	66,224	-	-	6,295	39,138	5,500	-	1	12,000	-	-	-	-	1949
1950	2,220	2,217	4,903	65,758	-	-	7,046	32,092	-	-	-	12,000	-	-	-	-	1950
1951	8,400	-	2,530	71,628	-	-	7,060	25,032	-	-	-	12,000	-	-	-	-	1951
1952	-	-	2,329	69,099	16,000	-	10,490	30,542	-	-	-	12,000	-	-	-	-	1952
1953	9,960	-	2,550	76,509	62	-	4,006	26,598	-	-	-	12,000	-	-	-	-	1953
1954	13,000	-	2,638	86,871	1,750	-	4,400	23,948	-	-	7,042	4,958	-	-	-	-	1954
1955	5,159	-	3,015	89,015	200	-	3,902	20,246	-	-	458	4,500	-	-	-	-	1955

## Highway Statistics, Summary to 1955

STATE OBLIGATIONS FOR HIGHWAYS  
OBLIGATIONS ISSUED, REDEEMED, AND OUTSTANDING, SINCE 1890  $\angle$ TABLE 58-202  
SHEET 4 OF 6

YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	YEAR	
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS			
	NEW HAMPSHIRE				NEW JERSEY				NEW MEXICO				NEW YORK					
PRIOR TO 1920 3/4	750	-	375	375					500	-	40	460	80,000	-	-	80,000	PRIOR TO 1920 3/4	
1920	-	-	75	300	-	-	-	5,000	-	-	20	440	-	-	-	80,000	1920	
1921	-	-	75	225	5,000	-	-	5,000	-	-	20	420	20,000	-	-	100,000	1921	
1922	-	-	75	150	5,000	-	-	10,000	1,000	-	20	1,400	-	-	400	99,600	1922	
1923	-	-	75	75	7,000	-	-	17,000	-	-	20	1,380	-	-	400	99,200	1923	
1924	-	-	75	-	19,000	-	-	36,000	1,000	-	20	2,360	-	-	400	98,800	1924	
1925	-	-	-	-	19,000	-	-	55,000	-	-	20	2,340	-	-	400	98,400	1925	
1926	-	-	-	-	10,000	-	-	65,000	-	-	20	2,320	47,200	-	400	145,200	1926	
1927	-	-	-	-	6,000	-	-	71,000	1,250	-	20	3,550	-	-	728	144,472	1927	
1928	-	-	-	-	5,000	-	-	76,000	1,250	-	270	4,530	16,875	-	728	160,619	1928	
1929	3,370	-	-	3,370	10,000	-	-	86,000	3,000	-	270	7,260	30,000	-	883	189,736	1929	
1930	1,730	-	400	4,700	20,000	-	-	106,000	2,600	-	520	9,340	-	-	883	188,653	1930	
1931	1,000	-	400	5,300	20,000	-	-	126,000	1,000	-	520	9,820	75,682	-	883	263,652	1931	
1932	1,000	-	575	5,725	15,000	-	-	141,000	1,000	-	753	10,567	5,307	-	1,710	267,249	1932	
1933	2,850	-	570	8,005	-	-	3,300	137,700	500	-	797	9,770	34,926	-	2,936	299,239	1933	
1934	900	-	781	8,124	2,000	-	3,510	136,190	1,500	-	991	10,279	27,735	-	3,902	323,072	1934	
1935	1,000	-	464	8,660	-	-	520	135,670	1,250	570	2,539	9,560	51,428	33,891	30,452	377,939	1935	
1936	1,530	-	755	9,435	2,575	-	4,734	133,511	1,750	-	1,020	10,290	25,347	21,144	33,006	391,424	1936	
1937	-	-	-	1,076	8,359	-	-	6,318	127,193	6,500	-	1,095	15,695	46,270	7,569	11,355	433,908	1937
1938	-	-	-	856	7,503	-	-	2,748	124,445	3,500	-	1,095	18,100	6,353	1,097	12,648	428,710	1938
1939	4,089	-	-	803	10,789	2,000	-	7,650	118,795	4,500	-	1,100	21,500	22,500	21,232	50,228	422,214	1939
1940	3,540	-	-	795	13,534	-	2,575	22,255	99,115	1,500	-	1,200	21,800	31,300	89,785	106,211	437,088	1940
1941	-	-	-	1,074	12,460	-	-	14,980	84,135	2,000	-	1,105	22,695	15,000	2,300	10,324	444,064	1941
1942	-	-	-	1,189	11,271	-	-	13,890	70,245	1,000	-	1,355	22,340	5,000	-	9,894	439,170	1942
1943	300	-	-	912	10,659	-	-	5,910	64,335	-	-	1,590	20,750	12,000	14,281	22,585	442,866	1943
1944	-	-	-	640	10,019	-	-	11,033	53,302	-	-	1,500	19,250	-	17,116	25,479	434,503	1944
1945	311	2,089	-	3,669	8,750	-	-	870	52,432	-	-	1,250	18,000	19	26,372	38,513	422,381	1945
1946	-	-	-	904	7,846	-	-	1,172	51,260	2,000	-	1,314	18,686	11,355	24,020	37,406	420,350	1946
1947	-	-	-	596	7,250	7,400	-	1,232	57,428	4,000	-	1,439	21,247	8,500	-	14,100	414,750	1947
1948	650	-	-	1,189	6,711	5,000	-	1,313	61,115	3,000	-	1,378	22,869	-	7,500	27,209	395,041	1948
1949	-	-	-	1,129	5,582	4,000	-	1,486	63,629	-	-	1,628	21,241	111	45,811	12,698	428,265	1949
1950	-	-	-	678	4,904	75,500	4,000	26,049	117,080	-	-	2,878	18,363	22,000	-	72,783	377,482	1950
1951	7,000	-	-	1,161	10,713	130,000	-	1,360	295,720	-	-	1,488	16,875	77,911	-	23,821	431,572	1951
1952	10,000	-	-	1,358	19,385	55,000	-	1,710	349,010	-	-	1,770	15,105	6,000	-	38,147	399,425	1952
1953	-	-	-	1,437	17,948	270,000	30,000	31,626	617,384	-	-	2,160	12,945	255,917	10,000	37,033	628,309	1953
1954	9,500	-	-	1,480	25,968	182,200	-	1,660	797,924	-	-	1,875	11,070	395,850	-	19,963	1,004,196	1954
1955	899	1,201	-	2,568	25,500	40,600	-	2,283	836,241	-	-	1,815	9,255	73,400	5,100	25,191	1,057,505	1955
NORTH CAROLINA																		
PRIOR TO 1920 3/4																	PRIOR TO 1920 3/4	
1920	4,553	-	-	4,553													1920	
1921	15,000	-	-	19,553													1921	
1922	15,000	-	-	34,553													1922	
1923	10,000	-	-	44,553													1923	
1924	-	-	-	-													1924	
1925	447	-	-	45,000													1925	
1926	43,321	-	-	88,321													1926	
1927	25,911	9,089	-	7,867	115,454												1927	
1928	6,000	-	-	3,626	117,828												1928	
1929	-	-	-	3,118	114,710												1929	
1930	550	-	-	2,540	112,720												1930	
1931	5,437	-	-	2,515	115,642												1931	
1932	-	-	-	3,174	112,468												1932	
1933	-	-	-	4,174	108,294												1933	
1934	-	-	-	4,093	104,201												1934	
1935	-	-	-	4,737	99,464	250	-	-	250								1935	
1936	-	-	-	4,902	94,562	350	-	500	100	6,010	-	-	6,010				1936	
1937	-	-	-	4,873	89,689	250	-	250	100	-	-	-	6,010				1937	
1938	-	-	-	4,921	84,768	1,000	-	500	600	-	-	655	5,355				1938	
1939	-	-	-	4,916	79,852	-	-	-	600	-	-	326	5,029				1939	
1940	-	-	-	4,873	74,979	-	-	-	600	-	4,450	4,817	4,662				1940	
1941	-	-	-	4,835	70,144	-	-	-	600	-	-	578	4,084				1941	
1942	-	-	-	4,736	65,408	-	-	35	565	-	-	478	3,606				1942	
1943	-	-	-	4,754	60,654	-	-	100	465	-	-	421	3,185				1943	
1944	-	-	-	4,798	55,856	-	-	465	-	-	-	404	2,781				1944	
1945	-	-	-	4,800	51,056	-	-	-	-	-	-	541	2,240				1945	
1946	-	-	-	4,850	46,206	-	-	-	-	-	-	700	1,540				1946	
1947	-	-	-	4,925	41,281	-	-	-	-	-	-	375	1,165				1947	
1948	-	-	-	4,975	36,306	2,925	-	-	2,925	-	-	490	675				1948	
1949	50,000	-	-	3,525	82,781	-	-	1,245	1,680	-	-	275	400				1949	
1950	75,000	-	-	2,075	155,706	-	-	1,280	400	-	-	290	110	31,000	-	-	1950	
1951	75,000	-	-	8,572	222,134	-	-	400	-	-	-	110	-	-	-	-	1951	
1952	-	-	-	8,200	213,934	-	-	-	-	326,000	-	-	326,000	7,000	-	-	1952	
1953	-	-	-	7,600	206,334	-	-	-	-	-	-	-	326,000	-	-	-	1953	
1954	-	-	-	11,500	194,834	-	-	-	-									



# STATE OBLIGATIONS FOR HIGHWAYS

## OBLIGATIONS ISSUED, REDEEMED, AND OUTSTANDING, SINCE 1890 $\downarrow$

TABLE 88-202  
SHEET 5 OF 6

YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	YEAR
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS		
	OREGON				PENNSYLVANIA				RHODE ISLAND				SOUTH CAROLINA				
PRIOR TO 1920 <sup>3</sup> / <sub>4</sub>	10,140	-	-	10,140	12,000	-	-	12,000	2,100	-	37	2,063					PRIOR TO 1920 <sup>3</sup> / <sub>4</sub>
1920	9,000	-	-	19,140	112	-	-	12,112	500	-	-	2,563					1920
1921	11,560	-	-	30,700	37,888	-	-	50,000	-	-	-	2,563					1921
1922	5,500	-	125	36,075	-	-	-	50,000	-	-	-	2,563					1922
1923	2,500	-	180	38,395	-	-	112	49,888	100	-	-	2,663					1923
1924	-	-	334	38,061	-	-	2,000	47,888	400	-	-	3,063	3,754	-	-	3,754	1924
1925	-	3,000	3,797	37,264	40,000	-	-	87,888	-	-	-	3,063	656	-	209	4,201	1925
1926	-	-	1,197	36,067	10,000	-	-	97,888	-	-	-	3,063	2,536	-	332	6,405	1926
1927	-	-	1,600	34,467	-	-	1,500	96,388	3,500	-	-	6,563	4,384	-	1,372	9,417	1927
1928	-	-	1,750	32,717	-	-	3,167	93,221	-	-	25	6,538	1,490	-	2,057	8,850	1928
1929	-	-	1,825	30,892	-	-	2,000	91,221	-	-	15	6,523	35,202	-	1,033	43,019	1929
1930	1,500	-	1,925	30,467	-	-	2,000	89,221	-	-	237	6,286	20,821	-	2,615	61,225	1930
1931	1,000	-	1,975	29,492	-	-	76	89,145	300	-	345	6,241	5,018	-	2,964	63,279	1931
1932	1,000	-	2,975	27,517	-	-	2,000	87,145	-	-	17	6,224	2,507	5,000	8,161	62,625	1932
1933	1,620	-	1,980	27,157	38,120	-	1,885	123,380	-	-	-	6,224	245	4,771	8,193	59,448	1933
1934	1,000	-	2,180	25,977	-	-	3,118	120,262	-	-	-	6,224	1,231	7,374	11,866	56,187	1934
1935	2,500	3,000	5,680	25,797	-	-	2,000	118,262	-	-	-	6,224	14	4,312	6,185	54,328	1935
1936	700	-	2,955	23,542	-	-	13,200	105,062	-	-	543	5,681	6,632	-	4,403	56,557	1936
1937	1,000	-	2,808	21,734	-	-	2,000	103,062	-	-	-	5,681	8,594	-	2,483	62,668	1937
1938	-	-	2,807	18,927	20,000	-	2,833	120,229	1,808	-	-	7,489	254	2,900	3,320	62,502	1938
1939	-	-	2,007	16,920	-	-	3,749	116,480	-	-	594	6,895	1,914	3,500	3,966	63,950	1939
1940	-	-	2,082	14,838	20,800	-	2,309	134,971	-	-	-	6,895	1,186	3,829	4,781	64,184	1940
1941	-	-	2,158	12,680	-	-	2,471	132,500	-	-	-	6,895	690	5,075	5,231	64,718	1941
1942	-	-	2,135	10,545	-	-	2,571	129,929	-	-	513	6,382	7,145	-	6,086	65,777	1942
1943	-	-	2,080	8,465	1,500	37,000	37,125	131,304	-	-	-	6,382	150	-	6,042	59,885	1943
1944	-	-	1,926	6,539	-	-	3,316	127,988	-	1,808	1,808	6,382	-	-	6,031	53,854	1944
1945	-	-	1,463	5,076	-	-	2,000	125,988	-	-	-	6,382	4,100	4,000	11,013	50,911	1945
1946	-	-	1,063	4,013	3,700	72,300	82,150	119,838	-	-	-	6,382	6,000	-	5,970	50,971	1946
1947	-	-	663	3,350	-	-	4,614	115,224	-	-	-	6,382	5,000	-	6,608	49,363	1947
1948	-	-	500	2,850	88,914	45,086	3,700	245,524	-	-	-	6,382	20,000	-	6,533	62,830	1948
1949	-	-	425	2,425	101,000	-	5,700	340,824	-	-	52	6,330	10,000	-	6,857	65,973	1949
1950	-	-	325	2,100	-	-	4,600	336,224	-	-	132	6,198	10,000	-	6,915	69,058	1950
1951	15,000	-	275	16,825	25,000	-	79,424	281,800	-	-	29	6,169	5,000	-	6,986	67,072	1951
1952	15,000	-	1,025	30,800	65,000	-	16,799	330,001	5,000	-	147	11,022	820	-	8,513	59,379	1952
1953	42,000	-	1,775	71,025	109,157	10,843	18,894	431,107	-	-	459	10,563	10,000	-	8,614	60,765	1953
1954	-	-	4,275	66,750	253,000	-	16,393	667,714	7,000	-	321	17,242	100	-	10,077	50,788	1954
1955	-	-	4,275	62,475	-	-	16,021	651,693	3,100	-	716	19,626	2,000	-	7,904	44,884	1955
SOUTH DAKOTA TENNESSEE TEXAS UTAH																	
PRIOR TO 1920 <sup>3</sup> / <sub>4</sub>	250	-	-	250									3,560	-	-	3,560	PRIOR TO 1920 <sup>3</sup> / <sub>4</sub>
1920	1,750	-	-	2,000									2,700	-	-	6,260	1920
1921	3,000	-	-	5,000									1,000	-	-	7,260	1921
1922	1,000	-	-	6,000									-	-	-	7,260	1922
1923	-	-	-	6,000									-	-	-	7,260	1923
1924	-	-	300	5,700									-	-	-	7,260	1924
1925	-	-	300	5,400	1,300	-	-	1,300					-	-	-	7,260	1925
1926	-	-	450	4,950	2,500	2,000	3,300	2,500					-	-	-	7,260	1926
1927	-	-	450	4,500	5,000	4,000	4,500	7,000					-	-	-	7,260	1927
1928	-	-	500	4,000	8,000	6,000	7,000	14,000					-	-	-	7,260	1928
1929	-	-	500	3,500	52,543	10,000	10,371	66,172					-	-	-	7,260	1929
1930	-	-	500	3,000	24,917	3,700	4,252	90,537					-	-	-	7,260	1930
1931	-	-	3,000	-	24	2,000	2,647	89,914					-	-	260	7,000	1931
1932	-	-	-	-	4,687	9,000	9,266	94,335	160,018	-	-		-	-	-	7,000	1932
1933	-	-	-	-	21	-	-	94,356	-	-	1,089	98,929	-	-	-	7,000	1933
1934	-	-	-	-	-	-	350	94,006	-	-	1,253	97,676	-	-	-	7,000	1934
1935	-	-	-	-	-	17,308	17,697	93,617	-	-	3,699	93,977	-	-	-	7,000	1935
1936	-	-	-	-	-	3,400	3,981	93,036	163	-	4,570	89,570	-	-	-	7,000	1936
1937	-	-	-	-	-	11,121	10,991	93,166	85	2,367	6,349	85,673	-	-	2,000	5,000	1937
1938	-	-	-	-	200	2,283	4,476	91,173	7,778	2,672	7,114	89,009	-	-	-	5,000	1938
1939	-	-	-	-	-	2,893	22,715	71,351	980	2,064	7,087	84,966	-	-	4,000	1,000	1939
1940	-	-	-	-	-	4,496	6,786	69,061	6,369	1,148	6,813	85,670	-	-	-	1,000	1940
1941	-	-	-	-	-	2,463	3,630	67,894	3,143	3,565	9,883	82,495	-	-	1,000	-	1941
1942	-	-	-	-	-	836	2,101	66,629	3,717	904	7,451	79,665	-	-	-	-	1942
1943	-	-	-	-	260	4,537	4,762	66,664	-	-	6,265	73,400	-	-	-	-	1943
1944	-	-	-	-	-	786	8,019	59,431	-	-	6,276	67,124	-	-	-	-	1944
1945	-	-	-	-	-	560	3,500	56,491	-	-	6,682	60,442	-	-	-	-	1945
1946	-	-	-	-	-	1,669	7,337	50,823	-	-	6,924	53,518	-	-	-	-	1946
1947	-	-	-	-	-	737	5,915	45,645	98	70	6,433	47,253	-	-	-	-	1947
1948	-	-	-	-	-	393	2,481	43,557	38	9	5,919	41,381	-	-	-	-	1948
1949	-	-	-	-	-	2,400	8,773	37,184	5	1	5,874	35,513	-	-	-	-	1949
1950	-	-	-	-	-	-	3,462	33,722	338	-	4,892	30,959	-	-	-	-	1950
1951	-	-	-	-	725	-	4,053	30,394	-	-	4,825	26,134	-	-	-	-	1951
1952	-	-	-	-	-	-	2,472	27,922	-	-	3,817	22,317	-	-	-	-	1952
1953	-	-	-	-	17,000	-	3,208	41,714	533	-	3,595	19,255	-	-	-	-	1953
1954	-	-	-	-	-	-	4,503	37,211	77	-	3,291	16,041	-	-	-	-	1954
1955	-	-	-	-	-	-	18,775	18,436	58,5								

# STATE OBLIGATIONS FOR HIGHWAYS

## OBLIGATIONS ISSUED, REDEEMED, AND OUTSTANDING, SINCE 1890

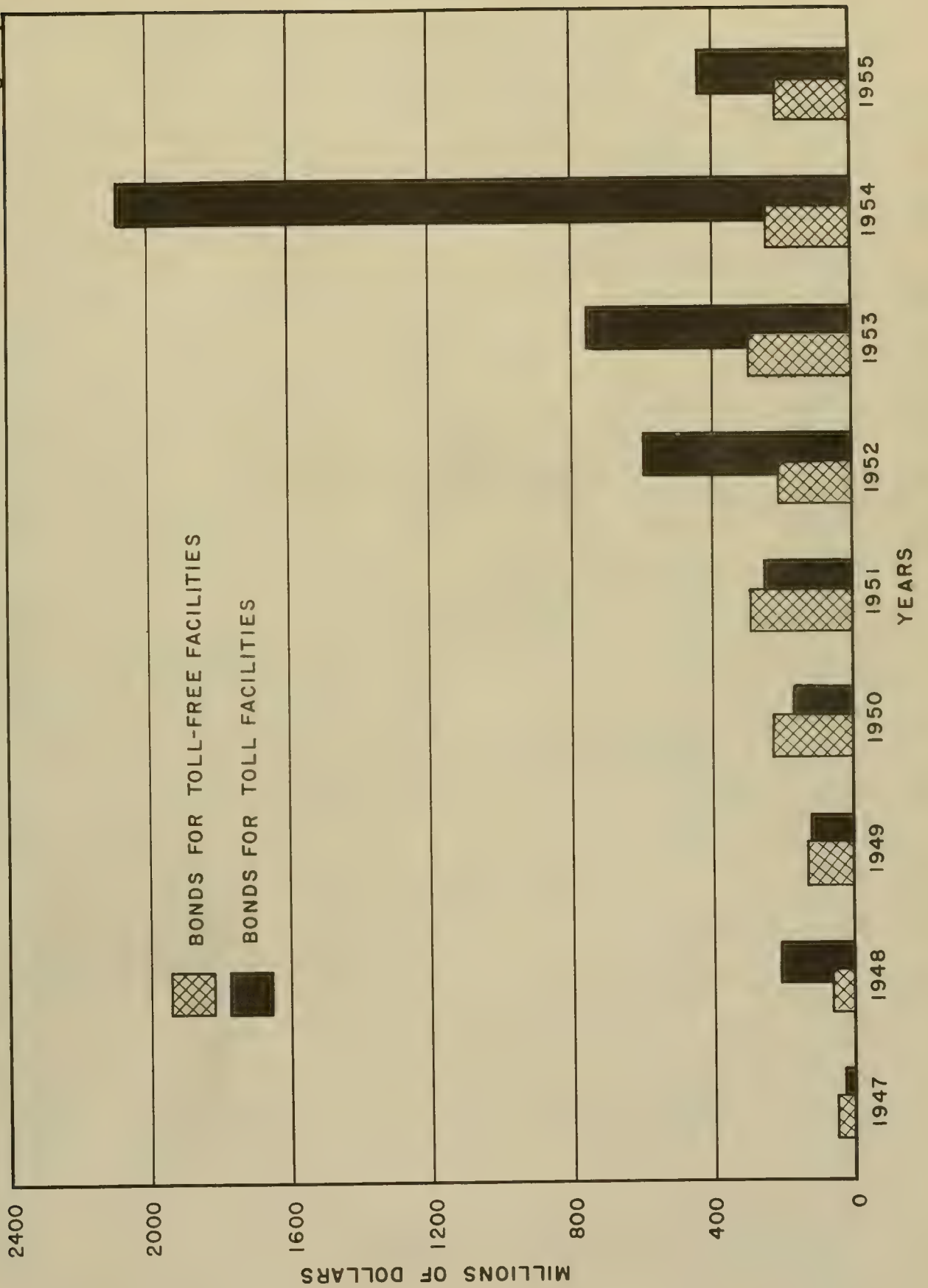
TABLE SB-202  
SHEET 6 OF 6

YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	BONDS ISSUED OR DEBT ASSUMED	REFUNDING ISSUES	REDEMP- TIONS	OUTSTAND- ING DEBT AT END OF YEAR	YEAR
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars		
	VERMONT				VIRGINIA				WASHINGTON				WEST VIRGINIA				
PRIOR TO 1920 3/									125	-		125	-				PRIOR TO 1920 3/
1920					1,065	-	-	1,065	-	-	-	-					1920
1921					450	-	-	1,515	-	-	-	-					1921
1922					2,922	-	-	4,437	-	-	-	-	15,000	-	-	15,000	1922
1923					2,288	-	-	6,725	200	-	-	200	5,000	-	-	20,000	1923
1924					949	-	-	7,674	-	-	-	200	10,000	-	-	30,000	1924
1925					1,092	-	909	7,857	200	-	7	393	5,000	-	-	35,000	1925
1926					4,383	-	6,167	6,073	300	-	7	686	12,000	-	3,037	43,963	1926
1927					3,450	-	1,509	8,014	-	-	15	671	7,000	-	3,750	47,213	1927
1928	4,752	-	-	4,752	-	-	68	7,926	-	-	13	658	6,750	-	5,540	46,423	1928
1929	2,845	-	-	7,597	-	-	405	7,521	-	-	30	628	12,350	-	2,418	58,355	1929
1930	482	-	404	7,675	-	-	1,093	6,428	-	-	22	606	11,900	-	2,115	68,140	1930
1931	-	-	404	7,271	-	-	1,000	5,428	-	-	24	582	15,560	-	2,205	81,495	1931
1932	-	-	808	6,463	-	1,000	1,000	5,428	-	-	24	558	3,250	-	2,595	82,150	1932
1933	-	-	-	6,463	-	1,000	1,000	5,428	1,533	-	26	2,065	2,000	-	2,990	81,160	1933
1934	-	-	404	6,059	-	1,000	1,000	5,428	648	-	25	2,688	-	-	2,798	78,362	1934
1935	-	-	404	5,655	-	1,000	1,000	5,428	-	-	94	2,594	4,750	-	3,871	79,241	1935
1936	350	-	404	5,601	-	950	950	5,428	-	-	85	2,509	4,815	-	4,135	73,921	1936
1937	-	-	404	5,197	-	478	478	5,428	-	-	166	2,343	7,112	-	4,567	82,466	1937
1938	41	-	787	4,451	-	1,000	1,000	4,428	40	-	155	2,228	4,800	-	5,007	82,259	1938
1939	-	-	21	4,430	-	-	1,000	3,428	7,520	-	141	9,607	1,750	550	5,593	78,966	1939
1940	1,700	-	404	5,726	-	-	-	3,428	1,636	9,514	9,155	11,602	3,750	300	5,746	77,270	1940
1941	-	-	857	4,869	-	-	-	3,428	-	-	4,039	7,563	6,350	1,250	6,798	78,072	1941
1942	-	-	481	4,383	-	-	-	3,428	-	-	425	7,138	4,000	-	5,636	76,436	1942
1943	-	-	884	3,504	-	-	-	3,428	-	-	475	6,663	5,580	-	6,105	75,911	1943
1944	-	-	824	2,620	-	-	980	2,448	-	4,815	5,308	6,170	1,000	400	6,841	70,470	1944
1945	-	-	704	1,916	-	-	1,020	1,428	-	4,750	4,968	5,952	5,000	-	6,556	68,914	1945
1946	-	-	414	1,502	-	-	950	478	-	-	555	5,397	8,000	870	7,713	70,071	1946
1947	-	-	409	1,093	-	-	478	-	3,650	-	1,270	7,777	5,000	-	6,929	68,142	1947
1948	-	-	436	657	-	-	-	-	14,000	-	1,368	20,409	3,000	-	6,612	64,530	1948
1949	-	-	384	273	19,000	-	-	19,000	1,650	-	1,171	20,888	9,500	-	6,485	67,545	1949
1950	2,800	-	15	3,058	23,000	-	-	42,000	-	-	769	20,119	18,500	-	6,882	79,163	1950
1951	-	-	294	2,764	-	-	112	41,888	17,150	1,650	2,586	36,333	7,500	-	7,064	79,599	1951
1952	-	-	291	2,473	-	-	370	41,518	500	-	2,454	34,379	117,000	-	7,701	188,828	1952
1953	-	-	297	2,176	-	-	1,757	39,761	54,710	-	2,614	86,475	8,500	-	8,740	188,658	1953
1954	-	-	294	1,882	79,803	15,197	15,961	118,800	2,590	-	3,136	85,929	42,800	-	8,744	221,914	1954
1955	-	-	294	1,588	69,000	-	1,102	186,698	782	9,218	12,150	83,779	2,000	-	8,346	215,568	1955
WISCONSIN				WYOMING				SUMMARY									
PRIOR TO 1920 3/	775	-	10	765	450	-	-	450	198,488	-	7,047	191,441					
1920	1,369	-	15	2,119	1,950	-	240	2,160	37,672	-	3,707	225,406					
1921	5,953	-	401	7,671	2,200	-	230	4,070	150,527	-	3,088	372,945					
1922	7,952	-	571	15,052	-	-	320	3,750	104,214	500	4,445	473,214					
1923	5,489	-	751	19,790	-	-	400	3,350	105,622	610	13,996	565,450					
1924	3,821	-	963	22,648	-	-	450	2,900	124,997	480	12,606	678,321					
1925	867	-	1,168	22,347	-	-	500	2,400	123,079	9,577	21,630	789,347	1/ This table gives available information concerning State and quasi-state obligations incurred for highway purposes, and includes State highway bond issues, toll authority revenue bond issues (excluding municipal and other local issues), and obligations assumed by the State as reimbursement to counties for the cost of highways now on the State systems. When bonds were issued partly for highways and partly for other purposes, the pro-rata nonhighway portion has been excluded from this table. Warrants, notes, claims, and other obligations issued for terms of less than two years have also been omitted. Data for years prior to 1920 have been consolidated.				
1926	2,069	-	1,089	23,327	-	-	500	1,900	169,827	2,870	28,978	933,066					
1927	5,377	-	1,267	27,337	-	-	-	1,900	185,050	13,855	46,104	1,085,867					
1928	4,264	-	1,463	30,238	-	-	-	1,900	143,828	6,177	48,071	1,187,801					
1929	4,086	-	1,836	32,488	-	-	-	1,900	289,218	10,268	48,293	1,438,994					
1930	4,565	-	2,187	34,866	-	-	110	1,790	180,265	13,025	59,829	1,572,455					
1931	3,682	-	2,705	35,843	2,800	-	365	4,225	351,206	5,493	49,357	1,879,797					
1932	1,577	-	3,153	34,267	-	-	175	4,050	202,906	17,678	61,840	2,038,541					
1933	840	-	3,440	31,667	-	-	165	3,885	122,818	6,536	59,056	2,108,839					
1934	300	-	3,644	28,323	-	-	160	3,725	69,875	182,817	246,708	2,114,823					
1935	1,489	-	3,719	26,093	-	-	165	3,560	111,398	106,955	163,877	2,169,299					
1936	2,750	-	3,888	24,955	-	-	175	3,385	146,730	55,402	161,046	2,210,385					
1937	2,613	-	4,210	23,358	-	-	170	3,215	129,396	26,942	123,075	2,243,648	2/ Two States, Arizona and Nebraska have reported no State debt for highways during the years 1890 - 1955.				
1938	2,317	-	3,889	21,786	-	-	165	3,050	107,090	98,714	199,300	2,250,152					
1939	1,352	-	3,761	19,377	-	-	165	2,885	76,874	36,464	185,607	2,177,883					
1940	795	-	3,945	16,227	-	-	85	2,800	109,074	121,065	248,997	2,159,025					
1941	714	-	3,662	13,279	-	2,520	2,520	34,165	171,244	294,795	1,962,131						
1942	-	-	3,202	10,077	-	-	-	2,520	24,445	5,551	137,504	1,962,131					
1943	-	-	3,322	6,755	-	-	-	2,520	23,579	63,306	179,457	1,869,559					
1944	-	-	2,608	4,147	-	-	-	2,270	6,704	84,292	166,048	1,794,507					
1945	-	-	1,749	2,398	-	-	-	2,020	11,227	46,529	214,359	1,637,904					
1946	-	-	1,078	1,320	-	-	-	1,770	57,428	104,261	228,016	1,571,577					
1947	1,367	-	714	1,973	-	-	-	1,520	80,036	4,360	119,034	1,536,939					
1948	318	-	356	1,935	-	-	-	1,270	269,986	53,350	124,913	1,735,362					
1949	400	-	170	2,165	-	-	250	1,020	254,204	54,199	115,435	1,928,330					
1950	1,468	-	80	3,553	-	-	250	770	400,126	6,217	193,615	2,141,058					
1951	968	-	-	4,321	-	-	250	520	535,443	2,020	202,718	2,475,803					
1952	691	-	40	5,172	-	-	250	270	756,945	11,213	168,544	3,116,120					
1953	469	-	46	5,181	-	-	270	-	1,038,153	70,637	209,429	4,015,481					
1954	340	-	486	5,065	-	-	-	-	2,316,881	49,234	217,596	6,164,000					
1955	-	-	506	4,559	-	-	-	-	645,741	17,022	208,256	6,618,507					



PAR VALUE OF STATE HIGHWAY BONDS SOLD 1947-1955  
BY PURPOSE OF ISSUE  
(EXCLUDES REFUNDING BONDS)

Figure 9



## BOND ISSUES FOR TOLL ROADS, 1935-1955

CLASSIFIED ACCORDING TO NATURE OF SECURITY PLEDGE  
(INCLUDING REFUNDING ISSUES)

TABLE SB-201-A

TABLE 55-201-							
STATE	FACILITY	YEAR SOLD	PAR VALUE, BONDS SOLD (\$1,000)	TERM IN YEARS <sup>1/</sup>	COUPON RATE	NET INTEREST COST	SERIAL OR TERM
GROUP I - REVENUE BONDS (SECURED ONLY BY TOLLS)							
Florida	Sunshine State Parkway	1955	\$74,000	40	3.25	3.320	T
Indiana	Indiana (East-West) Toll Road	1954	280,000	40	3.5	3.560	T
Kansas	Kansas Turnpike	1954	160,000	40	3.375	3.443	T
Kentucky	Kentucky Turnpike	1954	38,500	40	3.4	3.440	T
Maine	Maine Turnpike (Kittery-Portland section)	( 1946	15,000	30	2.5	2.640	T
		( 1947	5,000	30	2.75	2.940	T
		( 1949	600	30	2.75	3.270	T
	Portland-Augusta extension	( 1953	2/ 75,000	36	4.0	4.170	T
Massachusetts	Massachusetts Turnpike	1954	239,000	40	3.3	3.356	T
New Jersey	New Jersey Turnpike (Delaware River-George Washington Bridge section)	( 1950-1952	220,000	35	3.25	(3/)	T
		( 1951	35,000	35	3.2	3.254	T
		( 1952	30,000	6	1.875	1.880	S
	Newark Airport Interchange-Holland Tunnel	1953	2/ 150,000	35	3.375	3.492	T
	Bordentown Interchange-Pennsylvania Turnpike extension	1954	27,200	35	3.0	3.028	T
	Delaware River-George Washington Bridge widening	1955	34,000	33	2.8	2.853	T
	Garden State Parkway	1954	20,000	34	3.25	3.236	T
New York <sup>4/</sup>	New York Thruway	1954	225,000	40	3.1	) 3.072	T
		1954	75,000	25	2.5 to 2.75	)	S
		1954	12,500	25	2.25 to 2.375	)	S
		1954	37,500	40		) 2.683	T
	Southern State Parkway	1954	20,000	24	1.6 to 5.0	)	S
		1954	20,000	34	2.875	) 2.867	T
Ohio	Ohio Turnpike	1952	326,000	40	3.25	3.360	T
Oklahoma	Oklahoma Turnpike (Oklahoma City-Tulsa section)	1950	4,370	40	3.0	) 3.410	T
		1950	26,630	39	3.5 to 4.0	)	S
		1952	7,000	40	3.75	3.840	S
	Tulsa-Missouri line extension	1955	68,000	39	3.25 to 3.75	3.811	S
Pennsylvania	Pennsylvania Turnpike (Irwin-Carlisle section)	1938-1943	42,300	30	3.75	4.010	T
		1946	2/ 46,000	30	2.5	2.470	T
		1948	2/ 47,000	20	2.25	)	S
	Eastern extension (Carlisle-Valley Forge)	1948	87,000	40	3.25	) 3.078	T
	Western extension (Irwin-Ohio line)	1949	77,500	39	2.9	2.986	T
	Delaware River extension (Valley Forge-Delaware River)	1952	65,000	30	2.75 & 3.0	2.940	T
	Northeastern extension (Philadelphia-Scranton)	1954	5/ 233,000	39	3.1	3.200	T
Texas	Dallas-Fort Worth Turnpike	1955	58,500	40	2.7 & 2.875	2.928	T
Virginia	Richmond-Petersburg Turnpike	1955	69,000	40	3.45	3.500	T
West Virginia	West Virginia Turnpike	1952	96,000	37	3.75	3.950	T
		1954	37,000	35	4.125	4.247	T
GROUP II - LIMITED OBLIGATIONS (SECURED BY COMBINATION OF TOLLS AND HIGHWAY FUNDS)							
Colorado	Denver-Boulder Turnpike	1950	6,300	30	2.875 to 3.0	6/ 2.970	S
Connecticut	Merritt Parkway	1935	6,480	15	1.75	(7/)	S
		1937	8,520	15	1.75	(7/)	S
	Greenwich-Killingly Expressway	1954	100,000	29	2.5 to 2.9	2.857	S
GROUP III - FULL FAITH OBLIGATIONS (SECURED BY GENERAL TAXING POWER OF STATE)							
Connecticut	Wilbur Cross Parkway	1947	4,000	8	1.0	.990	S
		1949	1,000	8	1.25	1.240	S
New Hampshire	New Hampshire Turnpike (Seabrook-Portsmouth section)	1951	7,000	25	1.6	1.588	S
	Portsmouth-Rochester extension (Spaulding Turnpike)	1954	3,500	26	1.875	1.815	S
	Central Turnpike (Everett Turnpike)	1954	6,000	26	1.875	1.865	S
New Jersey	Garden State Parkway	1953	150,000	35	2.75 to 3.0	2.997	S
		1954	135,000	35	2.5 to 3.0	2.765	S
New York	New York Thruway	1953	2/ 125,000	31	2.5 to 4.0	2.638	S
		1953	125,000	31	2.5 to 4.0	2.698	S
		1955	50,000	39	2.45 to 2.6	2.515	S
<sup>1/</sup> For serial bonds, the final maturity date is given.							
<sup>2/</sup> The following portions of bond issues were used for refunding purposes: Maine Turnpike, \$19,794,000; New Jersey Turnpike, \$30,000,000; New York Thruway, \$10,000,000; Pennsylvania Turnpike, \$42,300,000 and \$45,086,000.							
<sup>3/</sup> Bonds were sold on a "forward commitment" basis at a fee of 1/2 percent. With this additional interest charge, the effective net interest cost exceeds 3 1/4 percent.							
<sup>4/</sup> Excludes bonds sold for Jones Beach State Parkways and Whiteface Mountain Toll Road which are principally resort or seasonal roads.							
<sup>5/</sup> Includes \$15,120,000 for the pro-rata share borne by the Pennsylvania Turnpike Commission for the Delaware crossing linking the Pennsylvania and New Jersey Turnpikes.							
<sup>6/</sup> Computed.							
<sup>7/</sup> Bonds were issued by Fairfield County. Obligation for repayment was assumed by the State. Net interest cost not available.							



STATE OBLIGATIONS FOR HIGHWAYS  
GROSS HIGHWAY DEBT ISSUED OR ASSUMED, CLASSIFIED BY  
TYPE OF OBLIGATIONS, BY STATES, 1890-1955

(Excludes Refunding Issues)

TABLE SB-201

STATE	GENERAL OBLIGATION BONDS	LIMITED OBLIGATION BONDS	TOLL REVENUE BONDS		REIMBURSEMENT OBLIGATIONS ASSUMED	TOTAL
			CROSSING BONDS	ROAD BONDS		
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	75,000	17,145	5,950	-	3,051	101,146
Arizona	-	-	-	-	-	-
Arkansas	134,955	-	7,500	-	64,169	206,624
California	73,000	-	216,634	-	-	289,634
Colorado	11,000	33,688	-	-	-	44,688
Connecticut	6,400	115,000	-	-	18,500	139,900
Delaware	54,869	-	46,400	-	6,640	107,909
Florida	-	53,601	20,880	74,000	145,763	294,244
Georgia	-	45,135	6,650	-	26,688	78,473
Idaho	5,417	-	-	-	-	5,417
Illinois	160,000	-	2,775	-	-	162,775
Indiana	-	-	-	280,000	-	280,000
Iowa	-	-	-	-	118,187	118,187
Kansas	-	3,592	-	160,000	26,313	189,905
Kentucky	-	-	29,441	38,500	-	67,941
Louisiana	204,200	65,000	-	-	116	269,316
Maine	79,374	-	490	75,806	-	155,670
Maryland	48,379	172,835	198,226	-	-	419,440
Massachusetts	342,658	-	27,000	239,000	-	608,658
Michigan	50,000	115,000	102,100	-	-	267,100
Minnesota	26,705	-	-	-	34,784	61,489
Mississippi	-	110,977	18,360	-	2,217	131,554
Missouri	135,000	17,750	800	-	382	153,932
Montana	-	18,323	-	-	-	18,323
Nebraska	-	-	-	-	-	-
Nevada	1,900	-	-	-	197	2,097
New Hampshire	47,120	-	3,299	-	-	50,419
New Jersey	442,400	6,600	32,075	486,200	-	967,275
New Mexico	2,500	43,100	-	-	-	45,600
New York	678,154	10,000	318,832	397,000	-	1,403,986
North Carolina	307,711	-	-	-	18,508	326,219
North Dakota	-	4,775	-	-	-	4,775
Ohio	-	82,000	6,010	326,000	-	414,010
Oklahoma	-	-	-	106,000	-	106,000
Oregon	120,900	-	-	-	120	121,020
Pennsylvania	108,500	80,000	127,277	510,414	-	826,191
Rhode Island	18,900	-	4,908	-	-	23,808
South Carolina	114,049	-	1,500	-	61,894	177,443
South Dakota	6,000	-	-	-	-	6,000
Tennessee	81,110	-	725	-	35,342	117,177
Texas	-	-	-	58,500	123,342	181,842
Utah	7,260	-	-	-	-	7,260
Vermont	12,579	-	-	-	391	12,970
Virginia	-	-	121,803	69,000	16,599	207,402
Washington	2,306	62,350	41,878	-	700	107,234
West Virginia	234,792	-	5,345	133,000	2,580	375,717
Wisconsin	-	-	-	-	71,037	71,037
Wyoming	7,400	-	-	-	-	7,400
Total	3,600,538	1,056,871	1,346,858	2,953,420	777,520	9,735,207

# TOTAL GROSS HIGHWAY DEBT ISSUED OR ASSUMED, CLASSIFIED BY TYPE OF OBLIGATIONS, BY YEARS, 1890-1955

(Excludes Refunding Issues)

TABLE HB-201

YEAR	STATE OBLIGATIONS FOR HIGHWAYS						LOCAL HIGHWAY BONDS		GRAND TOTAL
	GENERAL OBLIGATION BONDS	LIMITED OBLIGATION BONDS	TOLL REVENUE BONDS		REIMBURSEMENT OBLIGATIONS ASSUMED	TOTAL	RURAL UNITS	URBAN UNITS	
			CROSSING BONDS	ROAD BONDS					
	Million Dollars	Million Dollars	Million Dollars	Million Dollars	Million Dollars	Million Dollars	Million Dollars	Million Dollars	Million Dollars
Prior to 1906	16	-	-	-	-	16	32	-	48
1906	1	-	-	-	-	1	3	-	4
1907	2	-	-	-	-	2	7	-	9
1908	6	-	-	-	-	6	9	-	15
1909	7	-	-	-	-	7	22	-	29
1910	7	-	-	-	-	7	11	-	18
1911	14	-	-	-	-	14	19	-	33
1912	13	-	-	-	-	13	23	-	36
1913	29	-	-	-	-	29	36	-	65
1914	12	-	-	-	-	12	44	-	56
1915	25	-	-	-	-	25	53	-	78
1916	5	-	-	-	-	5	80	-	85
1917	21	-	-	-	-	21	58	-	79
1918	7	-	-	-	-	7	35	-	42
1919	33	-	-	-	1	34	228	-	262
1920	34	-	-	-	4	38	129	-	167
1921	130	-	-	-	20	150	223	-	373
1922	86	-	-	-	18	104	183	-	287
1923	91	-	-	-	15	106	144	-	250
1924	98	-	-	-	27	125	157	-	282
1925	118	-	-	-	5	123	167	-	290
1926	104	-	34	-	32	170	185	-	355
1927	92	1	-	-	92	185	192	-	377
1928	104	1	13	-	26	144	169	-	313
1929	142	3	30	-	114	289	123	-	412
1930	133	3	12	-	32	180	105	-	285
1931	170	3	55	-	123	351	93	-	444
1932	94	1	-	-	108	203	63	-	266
1933	39	2	52	4	26	123	18	-	141
1934	23	7	35	2	3	70	38	-	108
1935	44	10	45	-	12	111	39	-	150
1936	53	41	42	1	10	147	49	-	196
1937	51	30	29	-	19	129	47	-	176
1938	24	18	31	20	14	107	49	-	156
1939	28	23	22	-	4	77	35	-	112
1940	53	13	14	21	8	109	29	50	188
1941	20	6	4	-	4	34	31	73	138
1942	11	1	8	-	4	24	19	42	85
1943	17	-	-	2	5	24	6	12	42
1944	3	-	4	-	-	7	6	12	25
1945	5	-	2	-	4	11	18	20	49
1946	17	7	11	19	3	57	44	62	163
1947	46	14	13	5	2	80	105	122	307
1948	31	29	118	89	3	270	83	121	474
1949	88	51	31	78	6	254	97	178	529
1950	202	65	34	95	4	400	89	161	650
1951	230	61	77	165	3	536	77	176	789
1952	127	96	23	549	2	797	100	205	1,102
1953	548	127	187	175	1	1,038	105	189	1,332
1954	251	295	345	1,425	1	2,317	94	251	2,662
1955	96	149	76	303	22	646	127	310	1,083
Total	3,601	1,057	1,347	2,953	777	9,735	3,898	1,984	15,617



# COMPARISON OF INTEREST COSTS AND MATURITIES OF TOLL REVENUES AND OTHER BOND ISSUES, 1946-1955<sup>1/</sup>

(Thousands of dollars)

	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	GRAND TOTAL	
	BONDS SOLD	PER- CENT	BONDS SOLD	PER- CENT	BONDS SOLD	PER- CENT	BONDS SOLD	PER- CENT	BONDS SOLD	PER- CENT	BONDS SOLD	PER- CENT
NET INTEREST COST <sup>2/</sup>												
FULL FAITH OR LIMITED OBLIGATIONS												
Less than 1 percent	1,500	4.5	4,178	7.6	128,300	43.7	76,500	4.6	-	-	5,678	0.2
1 and less than 1 1/2	16,700	50.7	11,000	19.9	77,000	29.2	208,000	50.9	100,585	18.4	337,255	13.1
1 1/2 and less than 2	5,150	15.4	10,400	18.8	65,500	24.7	7,875	18.4	100,585	18.4	684,365	26.6
2 and less than 2 1/2	5,000	15.0	10,000	18.1	12,000	7.3	7,875	13.5	65,935	12.1	446,244	17.3
2 1/2 and less than 3	1,669	5.0	19,382	35.0	34,300	13.0	-	68.5	277,038	50.7	921,349	35.8
3 and less than 3 1/2	-	-	-	-	600	-	784	0.3	6,000	1.1	88,071	3.4
3 1/2 and less than 4	-	-	-	-	-	-	-	7.0	66,750	7.3	82,250	3.2
4 and over	3,150	9.4	355	0.6	4,600	1.8	1,000	0.2	546,303	100.0	9,605	0.4
Total	33,369	100.0	55,315	100.0	253,420	100.0	294,159	100.0	1,619,590	100.0	2,574,837	100.0
TOLL REVENUE BONDS <sup>3/</sup>												
Less than 1 percent	600	0.9	6,900	41.7	-	-	-	-	-	-	-	-
1 and less than 1 1/2	-	1.3	-	-	10,000	7.0	6,911	5.2	-	-	600	0.4
1 1/2 and less than 2	870	25.1	4,920	3.8	14,500	10.1	6,911	12.1	5,890	0.3	16,125	1.5
2 and less than 2 1/2	49,560	75.1	-	-	119,000	82.9	175,700	3.1	270,000	14.9	66,510	2.4
2 1/2 and less than 3	15,000	22.7	98,150	82.2	-	-	29,650	10.9	1,119,350	61.5	610,667	15.1
3 and less than 3 1/2	-	-	8,181	6.9	-	-	-	21.4	987,350	17.5	2,305,242	56.8
3 1/2 and less than 4	-	-	-	-	14,000	5.5	-	17.2	136,800	7.5	738,150	18.2
4 and over	66,030	100.0	119,351	100.0	143,500	100.0	282,336	100.0	1,619,590	100.0	2,882,260	56.6
Total	66,030	100.0	119,351	100.0	143,500	100.0	282,336	100.0	1,619,590	100.0	4,057,355	100.0
MATURITIES IN YEARS <sup>4/</sup>												
FULL FAITH OR LIMITED OBLIGATIONS												
Less than 10 years	9,150	27.4	9,915	17.9	3,317	1.7	4,000	1.4	300	0.1	49,332	1.9
10 and less than 15	5,169	15.5	4,000	7.2	62,800	23.8	53,784	18.3	40,000	7.3	361,703	14.0
15 and less than 20	10,900	32.7	19,000	34.4	68,500	26.0	131,500	17.5	86,063	15.8	576,067	22.4
20 and less than 25	8,150	24.4	13,000	23.5	95,820	36.4	85,000	10.9	88,045	16.1	620,310	21.8
25 and less than 30	-	-	2,000	3.6	2,000	0.8	19,000	37.6	9,500	1.7	136,000	5.3
30 years and over	-	-	7,400	13.4	34,300	13.0	875	15.2	322,400	59.0	891,425	34.6
Total	33,369	100.0	55,315	100.0	253,420	100.0	294,159	100.0	1,619,590	100.0	2,574,837	100.0
TOLL REVENUE BONDS <sup>3/</sup>												
Less than 10 years	9,150	27.4	9,915	17.9	3,317	1.7	4,000	1.4	300	0.1	49,332	1.9
10 and less than 15	5,169	15.5	4,000	7.2	62,800	23.8	53,784	18.3	40,000	7.3	361,703	14.0
15 and less than 20	10,900	32.7	19,000	34.4	68,500	26.0	131,500	17.5	86,063	15.8	576,067	22.4
20 and less than 25	8,150	24.4	13,000	23.5	95,820	36.4	85,000	10.9	88,045	16.1	620,310	21.8
25 and less than 30	-	-	2,000	3.6	2,000	0.8	19,000	37.6	9,500	1.7	136,000	5.3
30 years and over	-	-	7,400	13.4	34,300	13.0	875	15.2	322,400	59.0	891,425	34.6
Total	33,369	100.0	55,315	100.0	253,420	100.0	294,159	100.0	1,619,590	100.0	2,574,837	100.0
TOLL REVENUE BONDS <sup>3/</sup>												
Less than 10 years	9,150	27.4	9,915	17.9	3,317	1.7	4,000	1.4	300	0.1	49,332	1.9
10 and less than 15	5,169	15.5	4,000	7.2	62,800	23.8	53,784	18.3	40,000	7.3	361,703	14.0
15 and less than 20	10,900	32.7	19,000	34.4	68,500	26.0	131,500	17.5	86,063	15.8	576,067	22.4
20 and less than 25	8,150	24.4	13,000	23.5	95,820	36.4	85,000	10.9	88,045	16.1	620,310	21.8
25 and less than 30	-	-	2,000	3.6	2,000	0.8	19,000	37.6	9,500	1.7	136,000	5.3
30 years and over	-	-	7,400	13.4	34,300	13.0	875	15.2	322,400	59.0	891,425	34.6
Total	33,369	100.0	55,315	100.0	253,420	100.0	294,159	100.0	1,619,590	100.0	2,574,837	100.0
TOLL REVENUE BONDS <sup>3/</sup>												
Less than 10 years	9,150	27.4	9,915	17.9	3,317	1.7	4,000	1.4	300	0.1	49,332	1.9
10 and less than 15	5,169	15.5	4,000	7.2	62,800	23.8	53,784	18.3	40,000	7.3	361,703	14.0
15 and less than 20	10,900	32.7	19,000	34.4	68,500	26.0	131,500	17.5	86,063	15.8	576,067	22.4
20 and less than 25	8,150	24.4	13,000	23.5	95,820	36.4	85,000	10.9	88,045	16.1	620,310	21.8
25 and less than 30	-	-	2,000	3.6	2,000	0.8	19,000	37.6	9,500	1.7	136,000	5.3
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Total	33,369	100.0	55,315	100.0	253,420	100.0	294,159	100.0	1,619,590	100.0	2,574,837	100.0
TOLL REVENUE BONDS <sup>3/</sup>												
Less than 10 years	9,150	27.4	9,915	17.9	3,317	1.7	4,000	1.				





## MILEAGE OF PUBLIC ROADS AND STREETS

The total mileage of roads and streets in the United States includes "roads" varying from those that are hardly more than cleared trails, over which a vehicle may travel only in dry seasons, to modern divided, controlled-access highways designed for high speeds and heavy traffic volumes.

Until State highway departments were established and systems designated in the early years of the twentieth century, there was no centralized authority in the States to administer, plan, and coordinate highway activity. The first general report of the extent and condition of roads and streets in the United States was compiled by the U. S. Office of Public Roads in 1904. Similar surveys were made in 1909 and 1914. In 1916, the Federal Government adopted a cooperative plan of aiding the States in highway construction. The Federal-aid Road Act of 1916 established a formula for the distribution of Federal funds, and required that each State have a highway department capable of administering the funds provided. Within a few years all of the States had established highway departments; mileage data by systems and surface types are therefore available in some detail for the years since 1921.

The mileage data given in this section were compiled from reports by the States. Included are mileages (exclusive of section-line rights-of-way or dedicated routes where there is no road) by administrative systems, and construction data by surface types and widths. For the early years the data are rather meager, but following the establishment of State highway planning surveys during the midthirties, much more complete information has been made available.

To the extent possible, mileage of roads existing at the end of each calendar year, by administrative system, is given in table M-200. The total mileage has not changed much since 1921, but administrative responsibility and quality have changed substantially. Not infrequently the elimination of curves, circuitous routes, and natural obstacles in the construction or reconstruction of a route results in an improved road shorter than the original. Too, the improvement of selected routes channeled traffic to them and eventually resulted in virtual abandonment of many miles of roads.

This observation is particularly true in some of the States where all section lines were originally dedicated as public rights-of-way (a practice followed in most of the midwestern States).

A summary of the mileage of the State highway systems, by States, is shown in table SM-200. Figure 11 on page 105 illustrates the relation between total surfaced and nonsurfaced mileage on the State highway systems. The mileage of State-administered highways has increased from 203,000 miles in 1921 to 651,000 in 1955; this increase represents, for the most part, a transfer of roads from local to State jurisdiction. Substantial increases in State-administered mileage resulted when North Carolina, Virginia, Delaware, and West Virginia assumed responsibility for all rural roads (in the past 5 years, all roads in 6 counties in Alabama were taken over by the State); and also when several States created State secondary highway systems beginning in 1933.

The mileage of roads built by State highway departments, by surface types and widths, is given in tables SMB-200, SMB-201, SMB-206, and SMB-207, and in figure 10, for the years 1923-55. A summary of State highway system changes resulting from construction, abandonment, transfers, and revisions is given in table SM-101 for the 10-year period 1946-55.

A comparison of the types of roads built in 1923, 1941, and 1955, expressed in percentages, follows:

	1923	1941	1955
Graded and drained . . . . .	28.6	4.9	2.9
Soil-surfaced and gravel. . .	41.0	24.6	23.5
Low-type bituminous . . . . .	2.7	50.8	37.8
High-type bituminous . . . . .	7.4	12.9	31.9
Portland cement concrete . .	20.3	6.8	3.9
	100.0	100.0	100.0

In 1955, more than one-third of the mileage built had high-type surfaces. Much of the construction included widening, realignment, and other improvement features. The total mileage of roads constructed by State highway departments was as follows: in 1923, 20,311 miles; in 1941, 32,634 miles; in 1955, 53,559 miles.

## SUMMARY OF ALL ROAD AND STREET MILEAGE IN THE UNITED STATES BY YEARS FROM 1904

This table supersedes Table HM-200, which was discontinued.

In Thousands of Miles

TABLE HM-200

TOTAL EXISTING MILEAGE														TOTAL SURFACED MILEAGE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
YEAR	STATE HIGHWAYS					LOCAL ROADS					OTHER MILEAGE NOT ON STATE OR COUNTY SYSTEMS <sup>2/</sup>	LOCAL CITY STREETS <sup>5/</sup>	TOTAL	STATE HIGHWAYS					LOCAL ROADS					OTHER MILEAGE NOT ON STATE OR COUNTY SYSTEMS <sup>2/</sup>	LOCAL CITY STREETS <sup>5/</sup>	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	PRIMARY SYSTEMS <sup>1/</sup>	SECONDARY SYSTEMS <sup>1/</sup>	MUNICIPAL EXTENSIONS OF STATE SYSTEMS <sup>2/</sup>	TOTAL	COUNTY ROADS UNDER STATE CONTROL <sup>3/</sup>	COUNTY, TOWN, AND TOBNSHIP ROADS <sup>4/</sup>	TOTAL	COUNTY ROADS UNDER STATE CONTROL <sup>3/</sup>	COUNTY, TOWN, AND TOBNSHIP ROADS <sup>4/</sup>	TOTAL				COUNTY ROADS UNDER STATE CONTROL <sup>3/</sup>	COUNTY, TOWN, AND TOBNSHIP ROADS <sup>4/</sup>	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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<sup>1/</sup> No segregation of secondary State highways from the primary systems was made prior to 1933.

<sup>2/</sup> No segregation of urban extensions from State rural highways was made prior to 1934.

<sup>3/</sup> Includes county roads under State control in Alabama (5 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia. These roads were taken over by the State highway departments as follows: North Carolina, July 1, 1927; one additional county in 1933; one additional county in 1935; Delaware, July 1, 1933; Alabama, July 1, 1935; one additional county in 1933 and two counties in 1935.

<sup>4/</sup> Data compiled from Highway Planning Survey road inventories and from local reports. Includes urban extensions of county and township systems and, prior to 1936, mileages in National and State parks, forests, reservations, etc., that are not parts of the State or local road systems.

<sup>5/</sup> Mileage in National and State parks, forests, reservations, etc., that do not form parts of the State or local road systems. Prior to 1936 these roads were included with county, town, and township roads.

<sup>6/</sup> Compiled from reports of State authorities. Includes estimated data for some States. Data not available prior to 1941.



## EXISTING RURAL MILEAGE IN THE UNITED STATES—1941-1955

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-203  
SHEET 1 OF 2

SYSTEM	NONSURFACED MILEAGE	SURFACED MILEAGE 1/					TOTAL SURFACED MILEAGE	TOTAL
		D	F	G-2	J	TOTAL		
		E	G-1 H-1	H-2 I	K L			
1941								
State systems	98,625	133,104	154,465	52,279	89,687	429,535	528,160	
County, town, township, and other local	1,456,214	788,580	109,170	30,491	14,085	942,326	2,398,540	
National park, forest, reservation, etc.	63,950	10,862	847	261	74	12,044	75,994	
State park, forest, reservation, toll, etc.	1,809	1,076	181	18	9	1,284	3,093	
Total	1,620,598	933,622	264,663	83,049	103,855	1,385,189	3,005,787	
1942								
State systems	96,236	134,412	158,313	53,971	89,732	436,428	532,664	
County, town, township, and other local	1,436,630	800,661	111,260	29,438	14,137	955,496	2,392,126	
National park, forest, reservation, etc.	62,876	11,560	1,112	321	53	13,046	75,922	
State park, forest, reservation, toll, etc.	1,774	1,148	191	18	9	1,366	3,140	
Total	1,597,516	947,781	270,876	83,748	103,931	1,406,336	3,003,852	
1943								
State systems	91,610	136,307	161,054	55,548	88,955	441,864	533,474	
County, town, township, and other local	1,433,054	797,648	119,584	32,440	14,483	964,155	2,397,209	
National park, forest, reservation, etc.	57,478	11,371	1,480	444	103	13,398	70,876	
State park, forest, reservation, toll, etc.	1,850	1,225	207	11	9	1,452	3,302	
Total	1,583,992	946,551	282,325	88,443	103,550	1,420,869	3,004,861	
1944								
State systems	90,723	136,048	163,455	57,127	87,726	444,356	535,079	
County, town, township, and other local	1,426,045	802,066	120,553	33,884	14,358	970,861	2,396,906	
National park, forest, reservation, etc.	56,740	10,837	1,517	464	108	12,926	69,666	
State park, forest, reservation, toll, etc.	1,910	1,276	219	11	9	1,515	3,425	
Total	1,575,418	950,227	285,744	91,486	102,201	1,429,658	3,005,076	
1945								
State systems	91,431	136,419	166,422	59,942	86,452	449,235	540,666	
County, town, township, and other local	1,366,302	858,861	127,450	31,523	13,493	1,031,327	2,397,629	
National park, forest, reservation, etc.	57,825	10,603	1,585	431	124	12,743	70,568	
State park, forest, reservation, toll, etc.	1,962	1,301	220	16	9	1,546	3,508	
Total	1,517,520	1,007,184	295,677	91,912	100,078	1,494,851	3,012,371	
1946								
State systems	91,749	134,657	171,824	62,494	85,640	454,615	546,364	
County, town, township, and other local	1,352,716	857,532	131,921	32,060	13,313	1,034,826	2,387,542	
National park, forest, reservation, etc.	58,875	10,521	1,517	702	115	12,855	71,730	
State park, forest, reservation, toll, etc.	1,959	1,304	221	16	9	1,550	3,509	
Total	1,505,299	1,004,014	305,483	95,272	99,077	1,503,846	3,009,145	
1947								
State systems	82,458	134,271	185,200	62,504	84,263	466,238	548,696	
County, town, township, and other local	1,322,574	870,825	141,496	34,942	13,907	1,061,170	2,383,744	
National park, forest, reservation, etc.	58,648	11,240	1,255	694	115	13,304	71,952	
State park, forest, reservation, toll, etc.	2,896	1,550	300	185	294	2,329	5,225	
Total	1,466,576	1,017,886	328,251	98,325	98,579	1,543,041	3,009,617	
1948								
State systems	80,304	131,118	195,534	66,596	82,230	475,478	555,782	
County, town, township, and other local	1,290,593	884,742	147,725	36,364	13,243	1,082,074	2,372,667	
National park, forest, reservation, etc.	56,727	11,542	1,303	701	115	13,661	70,388	
State park, forest, reservation, toll, etc.	5,580	1,503	468	209	307	2,487	8,067	
Total	1,433,204	1,028,905	345,030	103,870	95,895	1,573,700	3,006,904	

## EXISTING RURAL MILEAGE IN THE UNITED STATES—1941-1955

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-203  
SHEET 2 OF 2

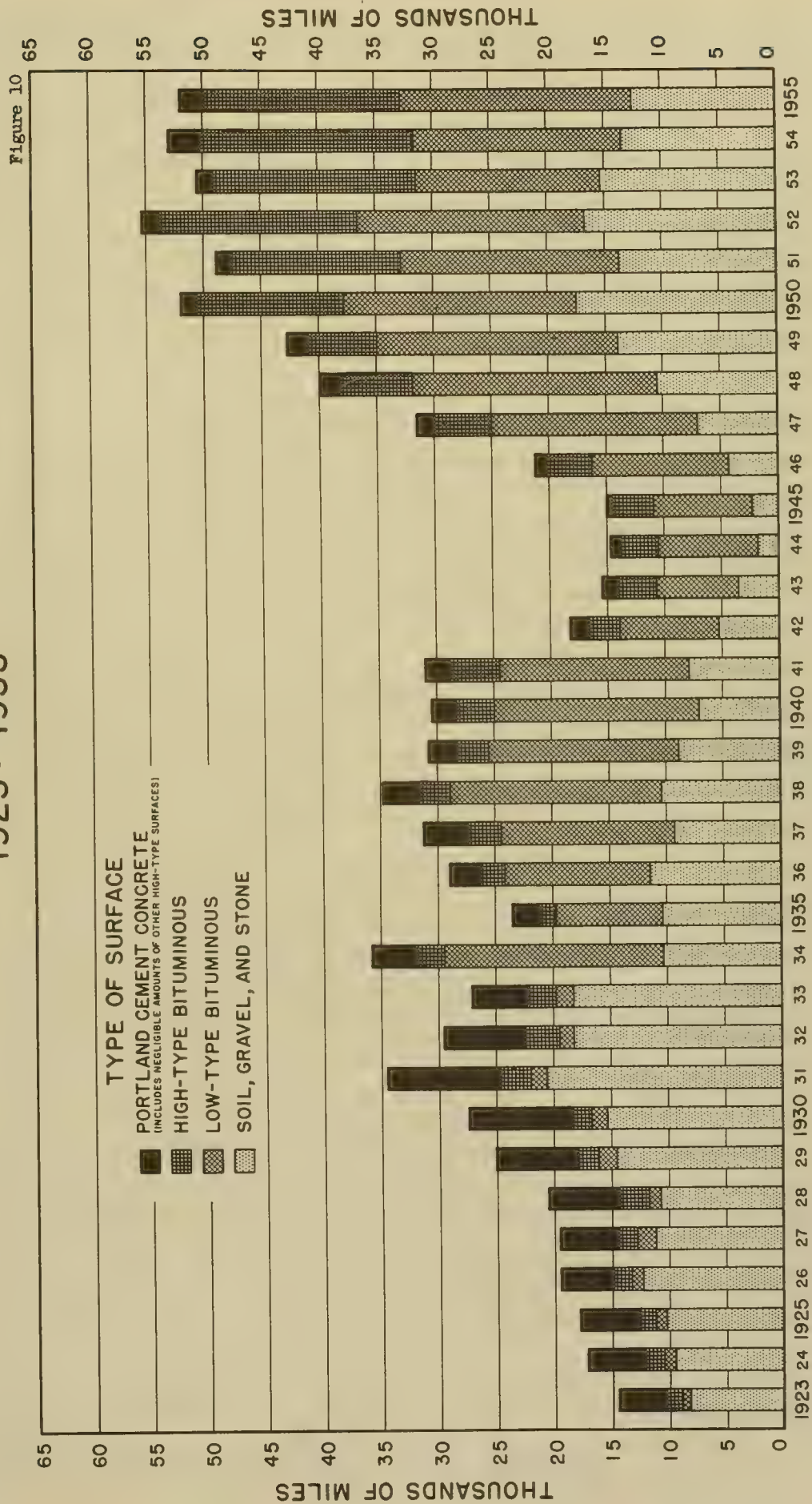
SYSTEM	NONSURFACED MILEAGE	SURFACED MILEAGE 1/					TOTAL
		D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL SURFACED MILEAGE	
1949							
State systems	73,481	132,321	206,713	70,110	80,858	490,002	563,483
County, town, township, and other local	1,252,340	902,949	155,557	36,526	13,214	1,108,246	2,360,586
National park, forest, reservation, etc.	54,676	13,282	1,467	615	130	15,494	70,170
State park, forest, reservation, toll, etc.	5,455	1,530	515	225	545	2,815	8,270
Total	1,385,952	1,050,082	364,252	107,476	94,747	1,616,557	3,002,509
1950							
State systems	65,693	131,434	175,020	121,076	79,329	506,859	572,552
County, town, township, and other local	1,183,833	937,127	162,199	40,104	13,182	1,152,612	2,336,445
National park, forest, reservation, etc.	57,136	13,668	1,628	688	114	16,098	73,234
State park, forest, reservation, toll, etc.	4,755	1,589	544	236	681	3,050	7,805
Total	1,311,417	1,083,818	339,391	162,104	93,306	1,678,619	2,990,036
1951							
State systems	61,415	130,370	183,128	132,681	76,480	522,659	584,074
County, town, township, and other local	1,141,091	959,885	168,132	39,667	12,298	1,179,982	2,321,073
National park, forest, reservation, etc.	57,247	14,353	1,658	719	89	16,819	74,066
State park, forest, reservation, toll, etc.	4,502	2,110	588	489	528	3,715	8,217
Total	1,264,255	1,106,718	353,506	173,556	89,395	1,723,175	2,987,430
1952							
State systems	53,816	128,762	190,034	143,877	73,422	536,095	589,911
County, town, township, and other local	1,094,698	990,743	184,042	37,534	11,562	1,223,881	2,318,579
National park, forest, reservation, etc.	57,644	16,120	1,805	756	105	18,786	76,430
State park, forest, reservation, toll, etc.	4,967	1,967	609	535	602	3,713	8,680
Total	1,211,125	1,137,592	376,490	182,702	85,691	1,782,475	2,993,600
1953							
State systems	45,418	125,558	196,259	154,398	69,907	546,122	591,540
County, town, township, and other local	1,036,916	1,026,077	203,769	42,755	12,495	1,285,096	2,322,012
National park, forest, reservation, etc.	69,811	17,321	1,928	820	110	20,179	89,990
State park, forest, reservation, toll, etc.	4,931	2,131	608	681	627	4,047	8,978
Total	1,157,076	1,171,087	402,564	198,654	83,139	1,855,444	3,012,520
1954							
State systems	42,798	122,636	200,216	165,460	65,975	554,287	597,085
County, town, township, and other local	1,006,524	1,053,456	214,459	44,591	12,326	1,324,832	2,331,356
National park, forest, reservation, etc.	69,711	19,035	1,981	810	126	21,952	91,663
State park, forest, reservation, toll, etc.	4,907	2,192	647	903	1,058	4,800	9,707
Total	1,123,940	1,197,319	417,303	211,764	79,485	1,905,871	3,029,811
1955							
State systems	41,151	121,762	207,530	174,627	64,270	568,189	609,340
County, town, township, and other local	986,829	1,057,140	228,542	48,651	11,614	1,345,947	2,332,776
National park, forest, reservation, etc.	69,928	19,946	2,157	731	120	22,954	92,882
State park, forest, reservation, toll, etc.	4,944	2,032	729	1,174	1,388	5,323	10,267
Total	1,102,852	1,200,880	438,958	225,183	77,392	1,942,413	3,045,265

1/ Type of surfaces indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel and stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick, and L, block.



# SURFACED ROADS BUILT BY STATE HIGHWAY DEPARTMENTS

1923 - 1955



SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1923-1933

COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE CMH-700  
SHEET 1 OF 3

YEAR	MILEAGE SURFACED 2/				TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE BUILT	MILEAGE SURFACED 2/				TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE BUILT	YEAR					
	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE, BRICK AND BLOCK			GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE, BRICK AND BLOCK								
ALABAMA																		
1923	211	7	42	284	-	284	131	-	10	11	152	34	186	306	35	397	101	1923
1924	217	-	27	351	16	359	91	-	8	16	115	107	22	400	50	516	800	1924
1925	282	-	25	267	22	287	75	-	16	2	84	38	0	582	34	586	300	1925
1926	401	-	58	466	22	446	56	-	18	7	75	38	17	356	2	368	674	1926
1927	281	-	6	411	135	333	33	-	14	2	69	17	16	260	30	290	650	1927
1928	405	9	35	581	79	660	113	-	11	1	125	10	135	684	50	730	934	1928
1929	623	-	54	864	37	1,256	54	-	-	-	54	132	186	1,374	125	1,492	690	1929
1930	322	-	42	750	430	750	79	-	1	-	60	16	16	1,437	222	1,782	2,517	1930
1931	216	-	23	473	97	576	114	-	1	3	113	55	173	507	265	623	953	1931
1932	113	-	10	256	109	756	169	-	7	-	115	4	4	120	5	5	14	1932
1933	-	-	22	129	318	159	318	-	-	2	320	27	347	-	45	87	231	1933
ARIZONA																		
1923	142	-	81	319	23	348	117	-	-	35	152	923	675	50	41	117	-	1923
1924	282	-	65	377	137	510	27	-	-	33	10	18	18	12	46	132	-	1924
1925	133	-	45	237	130	265	93	-	2	30	125	161	286	4	57	111	3	1925
1926	180	-	50	265	-	265	269	-	-	26	295	112	407	-	36	200	1	1926
1927	136	-	57	233	-	233	59	-	2	27	83	56	142	6	44	120	-	1927
1928	451	-	101	643	55	698	77	-	-	61	138	8	146	4	77	184	-	1928
1929	485	-	137	768	82	768	122	-	-	10	132	35	246	34	167	35	158	1929
1930	272	-	131	489	64	553	204	-	1	41	246	-	-	14	102	59	182	1930
1931	275	-	81	553	71	515	340	-	-	51	391	10	401	6	49	116	3	1931
1932	194	-	61	493	81	493	420	-	1	19	440	6	440	39	14	65	65	1932
1933	206	-	98	463	89	463	317	-	2	23	347	5	352	6	37	95	95	1933
CALIFORNIA																		
1923	142	-	81	319	23	348	117	-	-	35	152	923	675	50	41	117	-	1923
1924	282	-	65	377	137	510	27	-	-	33	10	18	18	12	46	132	-	1924
1925	133	-	45	237	130	265	93	-	2	30	125	161	286	4	57	111	3	1925
1926	180	-	50	265	-	265	269	-	-	26	295	112	407	-	36	200	1	1926
1927	136	-	57	233	-	233	59	-	2	27	83	56	142	6	44	120	-	1927
1928	451	-	101	643	55	698	77	-	-	61	138	8	146	4	77	184	-	1928
1929	485	-	137	768	82	768	122	-	-	10	132	35	246	34	167	35	158	1929
1930	272	-	131	489	64	553	204	-	1	41	246	-	-	14	102	59	182	1930
1931	275	-	81	553	71	515	340	-	-	51	391	10	401	6	49	116	3	1931
1932	194	-	61	493	81	493	420	-	1	19	440	6	440	39	14	65	65	1932
1933	206	-	98	463	89	463	317	-	2	23	347	5	352	6	37	95	95	1933
CONNECTICUT																		
1923	142	-	81	319	23	348	117	-	-	35	152	923	675	50	41	117	-	1923
1924	282	-	65	377	137	510	27	-	-	33	10	18	18	12	46	132	-	1924
1925	133	-	45	237	130	265	93	-	2	30	125	161	286	4	57	111	3	1925
1926	180	-	50	265	-	265	269	-	-	26	295	112	407	-	36	200	1	1926
1927	136	-	57	233	-	233	59	-	2	27	83	56	142	6	44	120	-	1927
1928	451	-	101	643	55	698	77	-	-	61	138	8	146	4	77	184	-	1928
1929	485	-	137	768	82	768	122	-	-	10	132	35	246	34	167	35	158	1929
1930	272	-	131	489	64	553	204	-	1	41	246	-	-	14	102	59	182	1930
1931	275	-	81	553	71	515	340	-	-	51	391	10	401	6	49	116	3	1931
1932	194	-	61	493	81	493	420	-	1	19	440	6	440	39	14	65	65	1932
1933	206	-	98	463	89	463	317	-	2	23	347	5	352	6	37	95	95	1933
COLORADO																		
1923	142	-	81	319	23	348	117	-	-	35	152	923	675	50	41	117	-	1923
1924	282	-	65	377	137	510	27	-	-	33	10	18	18	12	46	132	-	1924
1925	133	-	45	237	130	265	93	-	2	30	125	161	286	4	57	111	3	1925
1926	180	-	50	265	-	265	269	-	-	26	295	112	407	-	36	200	1	1926
1927	136	-	57	233	-	233	59	-	2	27	83	56	142	6	44	120	-	1927
1928	451	-	101	643	55	698	77	-	-	61	138	8	146	4	77	184	-	1928
1929	485	-	137	768	82	768	122	-	-	10	132	35	246	34	167	35	158	1929
1930	272	-	131	489	64	553	204	-	1	41	246	-	-	14	102	59	182	1930
1931	275	-	81	553	71	515	340	-	-	51	391	10	401	6	49	116	3	1931
1932	194	-	61	493	81	493	420	-	1	19	440	6	440	39	14	65	65	1932
1933	206	-	98	463	89	463	317	-	2	23	347	5	352	6	37	95	95	1933
DELAWARE																		
1923	142	-	81	319	23	348	117	-	-	35	152	923	675	50	41	117	-	1923
1924	282	-	65	377	137	510	27	-	-	33	10	18	18	12	46	132	-	1924
1925	133	-	45	237	130	265	93	-	2	30	125	161	286	4	57	111	3	1925
1926	180	-	50	265	-	265	269	-	-	26	295	112	407	-	36	200	1	1926
1927	136	-	57	233	-	233	59	-	2	27	83	56	142	6	44	120	-	1927
1928	451	-	101	643	55	698	77	-	-	61	138	8	146	4	77	184	-	1928
1929	485	-	137	768	82	768	122	-	-	10	132	35	246	34	167	35	158	1929
1930	272	-	131	489	64	553	204	-	1	41	246	-	-	14	102	59	182	1930
1931	275	-	81	553	71	515	340	-	-	51	391	10	401	6	49	116	3	1931
1932	194	-	61	493	81	493	420	-	1	19	440	6	440	39	14	65	65	1932
1933	206	-	98	463	89	463	317	-	2	23	347	5	352	6	37	95	95	1933
FLORIDA																		
1923	142	-	81	319	23	348	117	-	-	35	152	923	675	50	41	117	-	1923
1924	282	-	65	377	137	510	27	-	-	33	10	18	18	12	46	132	-	1924
1925	133	-	45	237	130	265	93	-	2	30	125	161	286	4	57	111	3	1925
1926	180	-	50	265	-	265	269	-	-	26	295	112	407	-	36	200	1	1926
1927	136	-	57	233	-	233	59	-	2	27	83	56	142	6	44	120	-	1927
1928	451	-	101	643	55	698	77	-	-	61	138	8	146	4	77	184	-	1928
1929	485	-	137	768	82	768	122	-	-	10	132	35	246	34	167	35	158	1929
1930	272	-	131	489	64	553	204	-	1	41	246	-	-	14	102	59	182	1930
1931	275	-	81	553	71	515	340	-	-	51	391	10	401	6	49	116	3	1931
1932	194	-	61	493	81	493	420	-	1	19	440	6	44					



# SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1923-1933

TABLE SHL-200  
SHEET 2 OF 3

COMPILED FROM REPORTS OF STATE AUTHORITIES

YEAR	MILEAGE SURFACED 2/				MILEAGE SURFACED 2/				TOTAL MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 2/				TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE BUILT	YEAR	
	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE, BRICK AND BLOCK	TOTAL MILEAGE GRADED AND DRAINED	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE, BRICK AND BLOCK	TOTAL MILEAGE GRADED AND DRAINED	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE, BRICK AND BLOCK	TOTAL MILEAGE BUILT		
MASSACHUSETTS																	
1923	-	-	61	25	86	386	-	28	127	553	60	-	-	41	363	1923	
1924	-	-	50	27	77	406	-	69	329	814	-	-	-	152	1,044	1924	
1925	-	-	50	31	81	182	-	31	224	437	-	-	-	68	878	1925	
1926	-	-	71	37	108	154	-	23	177	354	-	-	-	175	1,128	1926	
1927	-	-	61	12	73	70	-	25	215	313	23	-	-	112	757	1927	
1928	-	-	126	16	149	223	-	35	367	678	23	-	-	96	1,039	1928	
1929	-	-	143	16	159	106	-	43	369	610	48	-	-	111	1,243	1929	
1930	-	-	60	28	88	328	-	51	276	682	68	-	-	294	1,423	1930	
1931	-	-	99	70	169	285	-	44	333	648	199	-	-	448	2,426	1931	
1932	-	-	81	46	127	387	-	26	366	817	109	-	-	537	2,471	1932	
1933	-	-	74	21	95	90	-	18	173	281	-	-	-	114	534	1933	
MINNESOTA																	
1923	-	-	-	-	-	322	-	-	-	611	60	-	-	-	148	511	1923
1924	-	-	-	-	-	200	-	-	-	811	-	-	-	-	174	1,085	1924
1925	-	-	-	-	-	460	-	-	-	437	-	-	-	-	328	1,414	1925
1926	-	-	-	-	-	1,232	-	-	-	354	-	-	-	-	316	1,728	1926
1927	-	-	-	-	-	643	-	-	-	336	23	-	-	-	349	1,106	1927
1928	-	-	-	-	-	936	-	-	-	763	23	-	-	-	204	1,265	1928
1929	-	-	-	-	-	1,908	-	-	-	1,797	68	-	-	-	357	2,265	1929
1930	-	-	-	-	-	1,129	-	-	-	750	68	-	-	-	371	2,423	1930
1931	-	-	-	-	-	1,978	-	-	-	847	199	-	-	-	991	3,417	1931
1932	-	-	-	-	-	697	-	-	-	926	109	-	-	-	937	2,471	1932
1933	-	-	-	-	-	416	-	-	-	281	-	-	-	-	616	1,150	1933
MONTANA																	
1923	-	-	-	-	-	70	-	-	-	1,035	595	-	-	-	14	50	1923
1924	-	-	-	-	-	118	-	-	-	1,265	44	-	-	-	30	148	1924
1925	-	-	-	-	-	139	-	-	-	1,077	44	-	-	-	5	126	1925
1926	-	-	-	-	-	117	-	-	-	537	44	-	-	-	19	137	1926
1927	-	-	-	-	-	277	-	-	-	571	216	-	-	-	38	322	1927
1928	-	-	-	-	-	261	-	-	-	1,083	270	-	-	-	153	414	1928
1929	-	-	-	-	-	200	-	-	-	979	40	-	-	-	337	537	1929
1930	-	-	-	-	-	885	-	-	-	3,959	1,910	-	-	-	58	944	1930
1931	-	-	-	-	-	811	-	-	-	1,929	281	-	-	-	152	963	1931
1932	-	-	-	-	-	751	-	-	-	1,151	3,305	-	-	-	119	870	1932
1933	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1933
NEW HAMPSHIRE																	
1923	-	-	-	-	-	33	-	-	-	193	44	-	-	-	63	66	1923
1924	-	-	-	-	-	61	-	-	-	324	115	-	-	-	90	90	1924
1925	-	-	-	-	-	89	-	-	-	252	46	-	-	-	140	147	1925
1926	-	-	-	-	-	137	-	-	-	482	10	-	-	-	17	186	1926
1927	-	-	-	-	-	138	-	-	-	518	8	-	-	-	169	197	1927
1928	-	-	-	-	-	191	-	-	-	219	8	-	-	-	142	142	1928
1929	-	-	-	-	-	150	-	-	-	150	216	-	-	-	195	198	1929
1930	-	-	-	-	-	147	-	-	-	226	-	-	-	-	219	220	1930
1931	-	-	-	-	-	140	-	-	-	524	9	-	-	-	169	189	1931
1932	-	-	-	-	-	209	-	-	-	553	9	-	-	-	238	192	1932
1933	-	-	-	-	-	15	-	-	-	315	-	-	-	-	39	39	1933
NEW JERSEY																	
1923	-	-	17	54	72	181	-	-	-	370	186	-	-	-	348	355	1923
1924	-	-	14	103	120	374	-	-	-	397	4	-	-	-	454	575	1924
1925	-	-	7	77	84	72	-	-	-	153	15	-	-	-	569	591	1925
1926	-	-	-	108	111	116	-	-	-	468	74	-	-	-	581	1,326	1926
1927	-	-	2	85	111	116	-	-	-	719	79	-	-	-	592	697	1927
1928	-	-	2	130	160	315	-	-	-	1,056	193	-	-	-	58	725	1928
1929	-	-	21	170	177	810	-	-	-	1,281	226	-	-	-	269	843	1929
1930	-	-	170	177	135	394	-	-	-	875	875	-	-	-	640	1,320	1930
1931	-	-	2	126	135	41	-	-	-	1,603	205	-	-	-	13	98	1931
1932	-	-	1	40	41	197	-	-	-	450	450	-	-	-	14	1,174	1932
1933	-	-	1	32	33	425	-	-	-	487	52	-	-	-	41	1,204	1933
NEW MEXICO																	
1923	-	-	17	54	72	181	-	-	-	370	186	-	-	-	348	355	1923
1924	-	-	14	103	120	374	-	-	-	397	4	-	-	-	454	575	1924
1925	-	-	7	77	84	72	-	-	-	153	15	-	-	-	569	591	1925
1926	-	-	-	108	111	116	-	-	-	468	74	-	-	-	581	1,326	1926
1927	-	-	2	85	111	116	-	-	-	719	79	-	-	-	592	697	1927
1928	-	-	2	130	160	315	-	-	-	1,056	193	-	-	-	58	725	1928
1929	-	-	21	170	177	810	-	-	-	1,281	226	-	-	-	269	843	1929
1930	-	-	170	177	135	394	-	-	-	875	875	-	-	-	640	1,320	1930
1931	-	-	2	126	135	41	-	-	-	1,603	205	-	-	-	13	98	1931
1932	-	-	1	40	41	197	-	-	-	450	450	-	-	-	14	1,174	1932
1933	-	-	1	32	33	425	-	-	-	487	52	-	-	-	41	1,204	1933
NEW YORK																	
1923	-	-	17	54	72	181	-	-	-	370	186	-	-	-	348	355	1923
1924	-	-	14	103	120	374	-	-	-	397	4	-	-	-	454	575	1924
1925	-	-	7	77	84	72	-	-	-	153	15	-	-	-	569	591	1925
1926	-	-	-	108	111	116	-	-	-	468	74	-	-	-	581	1,326	1926
1927	-	-	2	85	111	116	-	-	-	719	79	-	-	-	592	697	1927
1928	-	-	2	130	160	315	-	-	-	1,056	193	-	-	-	58	725	1928
1929	-	-	21	170	177	810	-	-	-	1,281	226	-	-	-	269	843	1929
1930	-	-	170	177	135	394	-	-	-	875	875	-	-	-	640	1,320	1930
1931	-	-	2	126	135	41	-	-	-	1,603	205	-	-	-	13	98	1931
1932	-	-	1	40	41	197	-	-	-	450	450	-	-	-	14	1,174	1932
1933	-	-	1	32	33	425	-	-	-	487	52	-	-	-	41	1,204	1933
OHIO																	
1923	-	-	17	54	72	181	-	-	-	370	186	-	-	-	348	355	1923
1924	-	-	14	103	120	374	-	-	-	397	4	-	-	-	454	575	1924
1925	-	-	7	77	84	72	-	-	-	153	15	-	-	-	569	591	1925
1926	-	-	-	108	111	116	-	-	-	468	74	-	-	-	581	1,326	1926
1927	-	-	2	85	111	116	-	-	-	719	79	-	-	-	592	697	1927
1928	-	-	2	130	160	315	-	-	-	1,056	193	-	-	-	58	725	1928
1929	-	-	21	170	177	810	-	-	-	1,281	226	-	-	-	269	843	1929
1930	-	-	170	177	135	394	-	-	-	875	875	-					

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SHEET 3 OF 3

SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1923-1933

COMPILED FROM REPORTS OF STATE AUTHORITIES

YEAR	MILEAGE SURFACED 2'					MILEAGE SURFACED 2'					MILEAGE SURFACED 2'					TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE BUILT	YEAR		
	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE MINOR	PORTLAND CEMENT BRICK AND BLOCK	TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE MINOR	PORTLAND CEMENT BRICK AND BLOCK	TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE MINOR	PORTLAND CEMENT BRICK AND BLOCK	TOTAL					
SOUTH CAROLINA																				
1921	9	3	12	6	37	328	-	14	23	15	366	4	370	-	-	1	391	683	1,074	1923
1924	-	7	14	11	32	429	14	31	8	8	480	29	511	-	-	-	227	518	815	1924
1925	-	1	22	15	38	164	13	31	31	31	442	6	550	-	-	-	551	663	1,214	1925
1926	4	7	24	15	50	512	-	-	47	25	594	48	632	-	-	2	445	388	1,473	1926
1927	-	2	22	16	40	445	11	15	14	555	55	613	55	613	-	-	464	28	852	1927
1928	-	2	34	13	49	274	-	-	122	187	583	73	656	-	6	6	532	280	812	1928
1929	-	4	35	13	35	305	5	5	11	377	802	118	920	-	2	12	273	186	459	1929
1930	1	-	33	2	47	177	-	-	14	197	388	92	480	-	-	-	366	131	552	1930
1931	-	-	32	26	59	238	-	-	-	666	984	228	1,132	-	5	81	467	205	675	1931
1932	3	-	8	9	20	473	-	-	-	244	717	151	868	-	-	-	466	41	507	1932
1933	41	-	20	12	73	375	-	-	-	21	376	-	396	-	-	-	343	224	567	1933
SOUTH DAKOTA																				
UTAH																				
1923	20	1	97	20	133	832	-	183	55	77	964	25	1,039	-	-	14	92	7	99	1923
1924	108	7	172	36	256	268	183	23	39	658	167	868	167	868	-	16	176	176	176	1924
1925	148	28	173	145	326	193	-	-	23	132	1,467	350	1,568	-	-	4	121	30	131	1925
1926	132	68	101	101	262	173	193	11	31	131	1,467	350	1,568	-	-	-	150	150	150	1926
1927	40	68	45	82	255	134	103	-	34	101	571	348	348	-	28	4	139	139	139	1927
1928	83	150	8	82	320	516	408	-	872	422	1,718	882	2,356	-	39	10	277	98	357	1928
1929	23	267	39	270	605	257	862	71	98	516	1,718	882	2,356	-	130	6	329	30	352	1929
1930	3	86	170	238	437	504	278	74	365	617	736	937	1,905	-	-	7	259	78	337	1930
1931	-	30	119	197	346	650	30	21	403	565	1,019	1,240	2,259	-	7	11	604	20	624	1931
1932	120	-	63	140	323	233	436	20	706	1,924	1,156	3,150	2,905	-	6	13	450	12	462	1932
1933	-	-	118	119	237	98	412	82	938	563	1,935	210	2,905	-	2	17	273	20	273	1933
WASHINGTON																				
1923	116	-	39	6	142	46	22	40	26	134	25	159	159	-	-	57	199	18	217	1923
1924	135	-	4	4	195	81	40	85	58	264	78	342	342	-	-	29	331	66	397	1924
1925	156	-	7	7	199	44	25	29	49	173	28	287	287	-	3	94	287	51	338	1925
1926	115	-	16	16	132	33	17	54	22	166	21	187	187	-	7	12	96	31	127	1926
1927	105	-	34	34	155	40	13	84	84	221	14	235	235	-	-	235	51	114	98	1927
1928	126	-	5	52	183	32	-	57	65	194	63	217	217	-	-	49	137	102	239	1928
1929	181	-	10	48	157	167	81	113	93	283	31	314	314	-	-	53	161	96	257	1929
1930	31	-	304	230	327	304	230	47	39	250	20	377	377	-	-	45	761	87	848	1930
1931	-	-	118	28	137	166	69	8	-	257	23	267	267	-	-	100	1,372	40	1,412	1931
1932	-	-	5	27	124	2771	693	-	19	3,633	133	3,616	3,616	-	23	20	203	117	1932	1932
1933	-	-	-	-	41	41	-	-	-	-	-	-	-	-	-	-	20	20	223	1933
WYOMING																				
1923	39	-	47	28	114	187	-	-	368	1,038	390	1,428	1,428	-	5	-	120	153	278	1923
1924	104	-	74	74	232	506	273	21	273	567	-	567	567	-	21	1	210	286	496	1924
1925	104	-	125	56	285	545	1,190	44	122	1,316	-	1,316	1,316	-	6	-	98	105	203	1925
1926	163	-	220	111	434	424	656	43	4	562	54	1,016	1,016	-	-	-	129	104	233	1926
1927	315	-	67	73	495	735	1,149	160	3	224	1,536	36	1,572	-	-	1	115	93	208	1927
1928	62	-	43	52	268	164	52	108	183	799	31	830	830	-	-	-	308	586	968	1928
1929	148	-	79	79	493	493	2,034	119	31	340	2,524	162	2,686	-	-	-	174	278	586	1929
1930	175	-	109	172	638	575	1,355	112	-	353	218	2,043	2,043	-	-	-	231	109	283	1930
1931	492	-	15	257	894	1,018	1,044	79	1	376	1,500	566	2,066	-	-	-	321	264	585	1931
1932	137	-	48	107	347	432	648	43	51	1,179	74	1,179	1,179	-	-	-	318	21	339	1932
1933	63	-	71	18	163	261	172	33	33	163	403	760	760	-	-	-	236	32	328	1933
SUMMARY																				
1923	8,325	544	1,502	4,126	14,497	5,814	20,311	4,497	5,016	23,114	5,814	29,927	29,927	-	-	-	153	278	35,711	1923
1924	9,511	923	1,681	5,106	17,207	9,587	23,114	17,207	5,106	28,114	9,587	37,699	37,699	-	-	-	210	496	43,655	1924
1925	10,302	843	1,565	5,121	17,836	5,316	23,152	17,836	5,316	28,152	10,302	38,454	38,454	-	-	-	98	203	40,487	1925
1926	12,272	1,088	1,592	4,540	19,432	7,060	26,492	19,432	7,060	26,492	12,272	38,764	38,764	-	-	-	129	233	41,097	1926
1927	11,132	1,707	1,606	5,127	19,572	7,151	26,723	19,572	7,151	26,723	11,132	37,855	37,855	-	-	-	115	208	38,063	1927
1928	10,833	2,006	2,577	7,091	25,071	7,451	32,522	25,071	7,451	32,522	10,833	33,355	33,355	-	-	-	308	586	33,941	1928
1929	14,592	1,542	1,756	7,091	25,071	7,451	32,522	25,071	7,451	32,522	14,592	36,113	36,113	-	-	-	174	278	36,391	1929
1930	15,306	1,371	1,273	8,214	27,464	7,813	35,277	27,464	7,813	35,277	15,306	40,583	40,583	-	-	-	231	283	40,866	1930
1931	20,573	1,453	2,688	8,825	34,539	10,095	44,634	34,539	10,095	44,634	20,573	55,203	55,203	-	-	-	321	585	55,788	1931
1932	18,226	1,342	2,942	7,067	29,577	6,394	35,971	29,577	6,394	35,971	18,226	44,366	44,366	-	-	-	318	21	43,584	1932
1933	18,236	1,565	2,615	4,737	27,213	6,258	33,471	27,213	6,258	33,471	18,236	44,709	44,709	-	-	-	236	32	44,741	1933
1/ This table is a summary of mileage built on roads and streets under the jurisdiction or control of the State highway department, and city streets forming municipal connections of the State highway system. See Table SB-201 for data on city streets.																				
2/ Surface types given are as follows: Gravel, stone and stabilized soil includes sand-clay, selected soil and untreated gravel, (treated gravel was not available); low-type bituminous includes bituminous surface treatment, treated and untreated gravel, (treated gravel was not available); low-type bituminous includes bituminous surface treatment, low-type bituminous mixtures, treated gravel, chert, shale, and waterbound macadam. (untreated waterbound macadam was included for the years 1926-1933 as the segregation of treated and untreated macadam was not available); high-type bituminous includes bituminous penetration, sheet asphalt, and bituminous concrete; Portland cement concrete, brick and block includes vitrified brick, asphalt, wood and stone blocks.																				



# STATE HIGHWAY MILEAGE SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955

TABLE SNG-201  
SHEET 1 OF 17

COMPILED FROM REPORTS OF STATE AUTHORITIES

YEAR	TOTAL MILEAGE BUILT	TOTAL MILEAGE GRADED AND DRAINED	PRIMARY STATE HIGHWAYS						SECONDARY ROADS UNDER STATE CONTROL 2/						MUNICIPAL EXTENSIONS OF STATE SYSTEMS AND CONNECTING STREETS						SPECIAL CONSTRUCTION 3/																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
			MILEAGE SURFACED 1/						MILEAGE SURFACED 1/						MILEAGE SURFACED 1/																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
			GRAVEL, STONE, AND STABILIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DUAL- TYPE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DUAL- TYPE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE			BRICK, BLOCK, AND DUAL- TYPE	MILEAGE GRADED AND DRAINED	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
1934	356	56	300	96	46	133	-	-	-	-	-	-	-	-	12	1	3	6	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE SMB-201  
SHEET 2 OF 17

# SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955

COMPILED FROM REPORTS OF STATE AUTHORITIES

[illegible]



TABLE SMB-201  
SHEET 3 OF 17

COMPILED FROM REPORTS OF STATE AUTHORITIES

YEAR	TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE SURFACED	PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL 2/										MUNICIPAL EXTENSIONS OF STATE SYSTEMS AND CONNECTING STREETS					SPECIAL CONSTRUCTION 3/	
			MILEAGE SURFACED 1/					MILEAGE SURFACED 1/					MILEAGE SURFACED 1/					MILEAGE SURFACED 1/					MILEAGE SURFACED 1/						
			MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, STABILIZED SOIL	LOH-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORT-CEMENT CON-CRETE	BRICK, BLOCK, AND DUAL-TYPE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, STABILIZED SOIL	LOH-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORT-CEMENT CON-CRETE	BRICK, BLOCK, AND DUAL-TYPE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, STABILIZED SOIL	LOH-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORT-CEMENT CON-CRETE	BRICK, BLOCK, AND DUAL-TYPE	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED				
1934	161	161	-	157	77	26	15	39	-	-	-	-	-	-	-	4	-	-	3	1	-	-	-						
1935	187	187	-	186	46	3	20	111	9	-	-	-	-	-	-	6	-	-	-	-	-	-	-						
1936	121	121	-	121	78	3	-	1	74	-	-	-	-	-	-	1	-	-	-	-	-	-	-						
1937	210	210	-	208	106	10	88	2	10	-	-	-	-	-	-	2	-	-	3	-	-	-	-						
1938	226	226	12	211	112	88	84	2	9	-	-	-	-	-	-	3	-	-	-	-	-	-	-						
1939	371	371	-	360	193	20	95	-	2	-	-	-	-	-	-	7	-	-	4	1	-	-	-						
1940	341	341	-	337	201	20	247	38	1	-	-	-	-	-	-	1	-	-	1	-	-	-	-						
1941	282	282	-	279	51	-	187	98	3	-	-	-	-	-	-	3	-	-	2	-	-	-	-						
1942	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
1943	8	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
1944	54	52	2	26	1	-	-	13	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-						
1945	41	40	1	12	1	-	20	12	-	-	-	-	-	-	-	25	-	-	3	21	1	-	-						
1946	46	46	-	44	-	-	26	10	-	-	-	-	-	-	-	43	-	-	4	11	3	-	-						
1947	109	109	-	109	94	-	-	45	-	-	-	-	-	-	-	20	-	-	7	2	-	-	-						
1948	63	63	-	63	34	-	31	-	3	-	-	-	-	-	-	65	-	-	-	-	-	-	-						
1949	113	113	-	113	42	-	27	8	-	-	-	-	-	-	-	6	-	-	12	3	-	-	-						
1950	113	113	-	113	42	-	27	8	-	-	-	-	-	-	-	6	-	-	12	3	-	-	-						
1951	117	117	-	117	17	-	12	10	-	-	-	-	-	-	-	4	-	-	2	3	-	-	-						
1952	179	179	3	176	14	-	10	4	-	-	-	-	-	-	-	156	-	-	3	137	16	-	-						
1953	99	99	-	97	21	-	16	-	-	-	-	-	-	-	-	55	-	-	37	17	1	-	-						
1954	115	115	-	115	26	-	26	-	-	-	-	-	-	-	-	71	-	-	2	60	7	-	-						
1955	60	60	-	25	-	-	15	10	-	-	-	-	-	-	-	90	-	-	37	3	10	-	-						
FLORIDA																													
1934	492	291	288	196	-	-	164	-	32	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-					
1935	301	193	107	176	-	-	168	-	7	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-					
1936	117	113	4	117	-	-	168	-	9	-	-	-	-																

TABLE SMB-201  
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SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS 1934-1955

COMPILED FROM REPORTS OF STATE AUTHORITIES

[illegible]



STATE HIGHWAY MILEAGE  
SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955TABLE ENR-201  
SHEET 5 OF 17

COMPILED FROM REPORTS OF STATE AUTHORITIES

YEAR	TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE SURFACED	PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS AND CONNECTING STREETS										SPECIAL CONSTRUCTION	
			MILEAGE SURFACED 1/2										MILEAGE SURFACED 1/4										MILEAGE SURFACED 1/4										MILEAGE GRADED AND DRAINED	MILEAGE GRADED AND DRAINED DUAL- TYPE
			TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLANK, DUAL- TYPE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLANK, DUAL- TYPE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLANK, DUAL- TYPE												
1934	636	145	491	138	454	149	156	-	-	-	-	-	-	-	-	7	37	2	1	-	-	34	-	-	-	-	-	-	-	-	-	-	-	
1935	659	95	564	89	523	376	75	-	-	-	-	-	-	-	-	6	41	14	4	-	-	22	-	-	-	-	-	-	-	-	-	-	-	
1936	607	76	531	71	480	167	140	173	-	-	-	-	-	-	-	5	51	13	4	-	-	13	-	-	-	-	-	-	-	-	-	-	-	
1937	620	47	573	9	520	204	63	-	-	-	-	-	-	-	-	1	40	3	6	-	-	30	-	-	-	-	-	-	-	-	-	-	-	
1938	615	25	560	25	599	175	137	-	-	-	-	-	-	-	-	-	36	4	11	-	-	20	-	-	-	-	-	-	-	-	-	-	-	
1939	629	25	560	25	599	175	137	-	-	-	-	-	-	-	-	-	24	7	3	-	-	12	-	-	-	-	-	-	-	-	-	-	-	
1940	629	18	560	18	599	175	137	-	-	-	-	-	-	-	-	-	35	5	23	-	-	7	-	-	-	-	-	-	-	-	-	-	-	
1941	639	113	926	16	277	63	109	-	-	-	-	-	-	-	-	-	45	2	37	-	-	5	-	-	-	-	-	-	-	-	-	-	-	
1942	631	115	516	-	193	129	23	-	-	-	-	-	-	-	-	-	14	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1943	84	13	71	-	44	4	41	-	-	-	-	-	-	-	-	-	27	-	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1944	231	12	219	2	172	1	169	-	-	-	-	-	-	-	-	-	14	-	9	-	-	4	-	-	-	-	-	-	-	-	-	-	-	
1945	280	-	260	-	253	15	238	-	-	-	-	-	-	-	-	-	20	2	10	-	-	7	-	-	-	-	-	-	-	-	-	-	-	
1946	202	3	292	3	292	73	49	24	-	-	-	-	-	-	-	-	39	4	10	-	-	8	-	-	-	-	-	-	-	-	-	-	-	
1947	196	157	595	13	292	73	49	24	-	-	-	-	-	-	-	-	37	8	12	-	-	10	-	-	-	-	-	-	-	-	-	-	-	
1948	2,835	415	2,420	5	392	115	57	80	-	-	-	-	-	-	-	-	42	9	21	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
1949	2,478	837	2,641	-	497	215	168	48	66	-	-	-	-	-	-	-	66	3	27	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-
1950	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1951	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1952	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1953	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1954	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1955	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1956	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1957	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1958	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1959	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1960	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1961	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1962	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1963	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1964	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1965	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1966	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1967	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1968	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1969	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1970	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1971	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1972	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1973	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1974	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1975	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1976	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1977	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1978	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1979	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1980	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1981	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1982	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1983	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
1984	2,492	504	1,988	-	405	67	189	73	76	-	-	-	-	-	-	-	82	6	28	-	-	17	-											

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STATE HIGHWAY MILEAGE  
SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955

COMPILED FROM REPORTS OF STATE AUTHORITIES

YEAR	TOTAL MILEAGE BUILT	TOTAL GRADED AND DRAINED	TOTAL MILEAGE SURFACED	PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS AND CONNECTING STREETS										SPECIAL CONSTRUCTION	
				MILEAGE SURFACED					MILEAGE SURFACED					MILEAGE SURFACED					MILEAGE SURFACED					MILEAGE SURFACED					MILEAGE SURFACED					MILEAGE GRADED AND DRAINED	MILEAGE SUR- FACED
				TOTAL	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DOL- LITE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DOL- LITE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DOL- LITE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DOL- LITE					
<b>LOUISIANA</b>																																			
1934	168	39	129	33	102	7	20	-	-	6	16	14	2	-	-	-	-	11	8	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	
1935	220	37	183	27	156	11	19	75	-	10	68	51	15	-	2	-	-	8	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1936	1,813	44	1,769	19	1,750	55	72	146	-	25	1,458	1,356	99	-	4	-	-	38	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1937	656	39	617	15	602	6	-	96	-	24	341	297	-	40	-	-	-	32	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1938	334	4	330	-	326	5	-	86	-	4	292	286	-	19	-	-	-	36	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1939	668	22	646	-	624	8	-	32	-	21	522	486	5	80	-	-	-	52	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1940	1,029	-	1,029	-	1,029	93	-	3	-	-	463	428	-	31	-	-	-	23	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1941	623	73	550	-	477	4	-	42	-	1	798	717	-	70	-	-	-	28	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1942	96	-	96	-	96	-	-	7	-	79	335	277	-	45	-	-	-	15	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1943	51	-	51	-	51	-	-	7	-	-	63	31	-	15	-	-	-	7	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1944	51	-	51	-	51	-	-	18	-	-	25	10	-	15	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1945	44	-	44	-	44	-	-	1	-	-	29	11	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1946	28	-	28	-	28	-	-	3	-	-	62	14	-	55	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1947	109	4	105	-	101	-	-	20	-	-	42	11	-	159	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1948	318	20	298	-	278	33	-	74	-	-	206	112	-	373	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1949	582	10	572	-	562	1	-	23	-	-	407	28	-	373	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1950	642	-	642	-	642	-	-	48	-	-	507	71	-	412	-	-	-	37	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1951	889	-	889	-	889	1	-	17	-	-	682	62	-	573	-	-	-	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1952	118	4	114	-	110	-	-	25	-	-	593	20	-	456	-	-	-	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1953	746	-	746	-	746	-	-	36	-	-	463	16	-	434	-	-	-	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1954	895	-	895	-	895	-	-	51	-	-	694	-	-	601	-	-	-	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1955	807	-	807	-	807	-	-	18	-	-	629	-	-	610	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>MAINE</b>																																			
1934	313	16	297	-	281	1	34	2	-	16	222	221	-	1	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1935	230	-	230	-	230	6	13	3	-	-	195	157	-	36	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1936	331	30	301	-	271	6	45	3	-	30	212	166	-	45	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1937	266	-	266	-	266	-	62	1	-	-	198	30	-	170	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1938	311	-	311	-	311	-	42	3	-	-	257	57	-	200	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1939	341	-	341	-	341	-	32	9	-	-	402	78	-	324	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1940	455	-	455	-	455	-	39	-	-	-	383	85	-	298	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1941	443	-	443	-	443	-	23	-	-	-	21	12	-	9	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1942	49	-	49	-	49	-	8	-	-	-	22	1	-	21	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1943	26	-	26	-	26	-	-	-	-	-	42	2	-	50	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1944	47	14	33	14	19	-	7	-	-	-	194	5	-	133	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1945	32	-	32	-	32	-	19	-	-	-	234	56	-	193	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1946	340	-	340	-	340	-	42	-	-	-	291	83	-	206	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1947	440	-	440	-	440	-	20	-	-	-	303	71	-	232	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1948	527	-	527	-	527	-	8	-	-	-	307	80	-	209	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1949	627	-	627	-	627	-	14	-	-	-	244	73	-	161	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1950	560	-	560	-	560	-	8	3	-	-	247	70	-	154	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1951	652	-	652	-	652	-	12	-	-	-	209	58	-	121	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1952	868	-	868	-	868	-	1	-	-	-	209	58	-	121	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1953	837	-	837	-	837	-	1	-	-	-	209	58	-	121	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1954	437	-	437	-	437	-	23	-	-	-	229	50	-	144	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1955	413	-	413	-	413	-	-	-	-	-	229	50	-	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>MARYLAND</b>																																			
1934	125	-	125	-	125	19	6	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1935	94	-	94	-	94	24	19	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1936	119	-	119	-	119	10	19	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1937	79	-	79	-	79	10	6	3	-	-	-	-																							



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STATE HIGHWAY MILEAGE  
SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955

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SHEET 8 OF 17

COMPILED FROM REPORTS OF STATE AUTHORITIES

YEAR	TOTAL MILEAGE BUILT	TOTAL MILEAGE GRADED AND DRAINED	PRIMARY STATE HIGHWAYS						SECONDARY ROADS UNDER STATE CONTROL						MUNICIPAL EXTENSIONS OF STATE SYSTEMS AND CONNECTING STREETS						SPECIAL CONSTRUCTION		
			MILEAGE SURFACED						MILEAGE SURFACED						MILEAGE SURFACED						MILEAGE GRADED AND DRAINED	MILEAGE MILEAGE FACED	
			TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW-BITUMINOUS	HIGH-BITUMINOUS	PORT-CEMENT CONCRETE	BRICK, BLOCK, AND DUAL-TYPE	MILEAGE GRADED AND DRAINED	GRAVEL, STONE, AND STABILIZED SOIL	LOW-BITUMINOUS	HIGH-BITUMINOUS	PORT-CEMENT CONCRETE	BRICK, BLOCK, AND DUAL-TYPE	TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW-BITUMINOUS	HIGH-BITUMINOUS	PORT-CEMENT CONCRETE	BRICK, BLOCK, AND DUAL-TYPE			
1934	422	129	291	105	42	6	101	-	-	35	10	5	-	-	4	-	-	-	-	3	1	-	-
1935	455	164	291	96	89	13	50	-	-	26	21	10	-	-	3	4	-	-	-	1	-	-	-
1936	374	163	211	141	44	10	46	-	-	33	27	6	-	-	8	-	-	-	-	1	1	-	-
1937	599	7	592	436	61	46	514	-	-	14	10	4	-	-	12	-	-	-	-	12	-	-	-
1938	534	7	527	7	73	157	287	-	-	96	31	26	-	-	27	-	-	-	-	6	-	-	-
1939	511	-	511	374	511	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1940	511	-	511	374	511	237	79	5	-	96	31	26	-	-	12	-	-	-	-	6	-	-	-
1941	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1942	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1943	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1944	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1945	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1946	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1947	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1948	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1949	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1950	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1951	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1952	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1953	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1954	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-
1955	523	-	523	374	523	237	79	5	-	12	12	40	13	-	12	-	-	-	-	6	-	-	-

MISSOURI

1934	1,975	565	1,410	190	115	43	174	-	547	659	613	19	1	26	29	1	-	-	12	16	-	-	-
1935	1,779	342	1,437	448	74	250	116	-	311	975	905	25	6	36	14	1	-	-	2	11	-	-	-
1936	1,741	226	1,515	423	83	183	146	-	214	1,076	1,025	41	4	6	14	3	-	-	2	10	-	-	-
1937	1,135	129	1,006	477	46	229	129	-	105	526	449	53	8	16	3	-	-	-	2	1	-	-	-
1938	839	75	764	200	54	79	60	2	49	564	514	30	1	19	3	-	-	-	4	-	-	-	-
1939	784	61	723	135	52	24	61	4	15	312	271	55	2	7	23	11	-	-	4	-	-	-	-
1940	784	61	723	135	52	24	61	4	15	312	271	55	2	7	23	11	-	-	4	-	-	-	-
1941	1,072	314	1,039	720	19	625	184	-	6	173	154	17	-	7	40	6	-	-	7	-	-	-	-
1942	306	6	300	113	4	60	61	-	6	31	21	7	-	3	14	3	-	-	1	7	-	-	-
1943	91	-	91	57	8	15	33	1	-	10	1	9	-	3	3	1	-	-	2	2	-	-	-
1944	67	-	67	52	-	32	12	2	-	10	1	9	-	3	3	1	-	-	2	2	-	-	-
1945	133	81	116	84	-	8	52	12	23	224	106	115	-	2	11	-	-	-	7	1	-	-	-
1946	649	23	626	595	2	523	46	-	8	284	106	115	-	3	22	1	-	-	5	4	-	-	-
1947	1,472	6	1,466	262	15	180	81	-	-	234	507	427	-	1	47	7	-	-	3	4	-	-	-
1948	1,260	32	1,228	185	-	190	67	-	32	1,000	691	328	-	-	23	6	-	-	2	7	-	-	-
1949	1,260	32	1,228	185	-	190	67	-	32	1,000	691	328	-	-	23	6	-	-	2	7	-	-	-
1950	1,260	32	1,228	185	-	190	67	-	32	1,000	691	328	-	-	23	6	-	-	2	7	-	-	-
1951	1,260	32	1,228	185	-	190	67	-	32	1,000	691	328	-	-	23	6	-	-	2	7	-	-	-
1952	1,260	32	1,228	185	-	190	67	-	32	1,000	691	328	-	-	23	6	-	-	2	7	-	-	-
1953	1,260	32	1,228	185	-	190	67	-	32	1,000	691	328	-	-	23	6	-	-	2	7	-	-	-
1954	1,260	32	1,228	185	-	190	67	-	32	1,000	691	328	-	-	23	6	-	-	2	7	-	-	-
1955	1,260	32	1,228	185	-	190	67	-	32	1,000	691	328	-	-	23	6	-	-	2	7	-	-	-

MONTANA

1934	1,500	31	1,469	1,172	182	989	-	-	-	274	192	82	-	-	23	1	-	-	5	2	-	-	-
1935	1,772	13	1,759	1,048	187	757	-	-	-	110	77	32	-	-	4	-	-	-	2	-	-	-	-
1936	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1937	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1938	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1939	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1940	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1941	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1942	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1943	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1944	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1945	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1946	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1947	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1948	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1949	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1950	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1951	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1952	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1953	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1954	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-
1955	1,037	61	1,098	989	74	915	-	-	-	31	21	22	-	-	1	-	-	-	-	-	-	-	-



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COMPILED FROM REPORTS OF STATE AUTHORITIES

[illegible]

# SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS 1934-1955

COMPILED FROM REPORTS OF STATE AUTHORITIES

[illegible]



# SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955

YEAR	TOTAL MILEAGE BUILT	TOTAL MILEAGE GRADED AND DRAINED	PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL 2/										MUNICIPAL EXTENSIONS OF STATE SYSTEMS AND CONNECTING STREETS										SPECIAL CONSTRUCTION 3/					
			MILEAGE SURFACED 4/										MILEAGE SURFACED 4/										MILEAGE SURFACED 4/										MILEAGE AND DRAINED	MILEAGE GRADED AND DRAINED	MILEAGE SUR- FACED			
			TOTAL MILEAGE GRADED AND DRAINED	GRAVEL, STONE, AND STABIL- IZED SOIL	LOA- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DUAL- TYPE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABIL- IZED SOIL	LOA- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DUAL- TYPE	TOTAL	GRAVEL, STONE, AND STABIL- IZED SOIL	LOA- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DUAL- TYPE	TOTAL	GRAVEL, STONE, AND STABIL- IZED SOIL	LOA- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DUAL- TYPE	TOTAL	GRAVEL, STONE, AND STABIL- IZED SOIL	LOA- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK, BLOCK, AND DUAL- TYPE					
1934	769	22	747	201	462	4	25	-	-	692	201	462	4	25	-	692	201	462	4	25	-	-	1	39	2	7	13	17	-	-	39	2	7	13	17	-	-	
1935	543	12	531	188	299	9	27	-	-	443	188	299	9	27	-	443	188	299	9	27	-	-	6	23	1	2	13	4	-	-	23	1	2	13	4	-	-	
1936	495	21	474	88	259	7	88	-	-	442	88	259	7	88	-	442	88	259	7	88	-	-	8	6	-	-	4	-	-	-	6	-	-	-	4	-	-	
1937	447	19	428	91	217	9	87	-	11	404	91	217	9	87	-	404	91	217	9	87	-	1	1	1	1	1	4	-	-	1	1	1	1	4	-	-		
1938	430	45	429	37	348	-	59	-	13	3,811	3,380	392	23	16	-	3,811	3,380	392	23	16	-	-	-	-	-	2	2	1	-	-	-	-	2	2	1	-	-	
1939	1,404	156	1,246	383	267	28	55	-	130	832	671	175	1	5	-	832	671	175	1	5	-	-	1	54	3	36	12	2	-	-	54	3	36	12	2	-	-	
1940	2,154	274	1,880	59	1,744	131	90	-	213	1,772	1,480	201	1	5	-	1,772	1,480	201	1	5	-	-	1	44	3	29	10	6	1	-	44	3	29	10	6	1	-	-
1941	2,149	130	2,029	117	1,942	10	31	-	142	2,029	1,942	10	31	-	-	2,029	1,942	10	31	-	-	-	2	16	1	8	5	2	-	-	16	1	8	5	2	-	-	
1942	1,934	111	1,823	31	1,792	14	7	2	82	1,823	1,792	14	7	2	-	1,823	1,792	14	7	2	-	-	2	8	-	4	-	-	-	-	8	-	4	-	-	-	-	
1943	1,427	57	1,365	9	1,233	71	2	-	57	1,365	1,031	23	21	3	-	1,087	1,031	23	21	3	-	-	1	29	1	16	12	-	-	29	1	16	12	-				

TABLE SMB-201  
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# SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955

COMPILED FROM REPORTS OF STATE AUTHORITIES

[illegible]



COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE SMB-201  
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[illegible]

# SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955

TABLE SMB-201  
SHEET 14 OF 17

COMPILED FROM REPORTS OF STATE AUTHORITIES

[illegible]



## STATE HIGHWAY MILEAGE

COMPILED FROM REPORTS OF STATE AUTHORITIES

[illegible]

TABLE 38-201  
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[illegible]



STATE HIGHWAY MILEAGE  
SUMMARY OF MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1934-1955

TABLE SPS-201  
SHEET 17 OF 17

COPYIED FROM REPORTS OF STATE AUTHORITIES

YEAR	TOTAL MILEAGE BUILT	TOTAL MILEAGE GRADED AND DRAINED	PRIMARY STATE HIGHWAYS					SECONDARY ROADS UNDER STATE CONTROL					MUNICIPAL EXTENSIONS OF STATE SYSTEMS AND CONNECTING STREETS					SPECIAL CONSTRUCTION	
			MILEAGE SURFACED					MILEAGE SURFACED					MILEAGE SURFACED					MILEAGE GRADED AND DRAINED	MILEAGE SURFACED
			TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW-BITUMINOUS	HIGH-BITUMINOUS	PORT-CEMENT CONCRETE	BRICK, BLOCK, AND DUAL-TYPE	MILEAGE GRADED AND DRAINED	TOTAL	GRAVEL, STONE, AND STABILIZED SOIL	LOW-BITUMINOUS	HIGH-BITUMINOUS	PORT-CEMENT CONCRETE	BRICK, BLOCK, AND DUAL-TYPE	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED		
1934	41,730	5,917	35,813	27,561	13,495	2,163	3,057	69	730	7,011	1,519	5,117	94	81	-	25	1,241	40	279
1935	26,814	3,284	23,530	20,703	8,812	1,122	1,967	52	442	2,234	1,553	4,603	163	50	-	30	573	47	174
1936	32,274	3,361	28,913	23,885	11,788	1,919	2,310	32	331	4,414	3,636	743	20	15	-	52	614	65	304
1937	35,677	4,452	31,225	23,205	12,695	2,311	3,254	149	328	3,138	2,758	1,032	314	51	11	18	774	170	208
1938	36,368	1,544	34,824	24,422	15,087	2,235	2,690	185	435	8,238	3,428	2,201	338	74	1	27	938	171	281
1939	34,781	1,045	33,736	23,691	13,484	2,055	2,436	185	355	8,238	3,428	2,201	338	74	1	27	938	171	281
1940	32,594	2,297	30,297	20,460	12,052	1,923	2,666	266	456	6,789	3,327	3,114	296	42	10	17	1,003	69	341
1941	32,634	1,596	31,038	20,008	12,052	1,923	2,666	266	456	6,789	3,327	3,114	296	42	10	17	1,003	69	341
1942	19,673	1,312	18,361	12,177	6,648	2,185	977	200	461	4,100	2,465	3,482	338	43	2	15	766	64	277
1943	15,971	519	15,452	10,926	5,542	2,879	728	130	142	2,588	1,587	732	210	56	3	11	720	49	231
1944	15,080	350	14,730	11,152	6,822	2,720	442	50	74	1,683	496	872	224	26	5	4	860	27	375
1945	15,278	283	14,995	12,055	7,496	3,011	286	52	145	1,683	496	872	224	26	5	4	860	27	375
1946	21,713	440	21,273	14,994	9,583	3,452	1,682	-	201	4,487	2,121	1,716	427	44	-	19	1,414	85	458
1947	21,713	440	21,273	14,994	9,583	3,452	1,682	-	201	4,487	2,121	1,716	427	44	-	19	1,414	85	458
1948	14,968	2,017	12,951	9,934	5,244	1,585	1,792	1,320	645	8,114	3,518	3,870	695	54	-	28	1,610	80	638
1949	45,176	2,329	42,847	22,425	13,717	4,255	1,300	-	823	9,660	4,619	3,955	1,048	38	-	17	1,639	75	716
1950	55,487	3,364	52,123	24,262	11,088	8,060	1,019	-	1,147	16,507	7,342	5,957	3,179	29	-	29	1,712	110	931
1951	51,471	2,511	48,960	24,199	10,259	9,812	879	-	973	14,173	5,481	5,532	3,101	59	-	18	1,889	88	530
1952	57,847	2,442	55,405	26,601	13,751	12,387	1,245	-	631	16,518	7,205	6,545	2,706	62	-	18	1,997	97	489
1953	52,886	2,281	50,605	24,596	12,812	13,259	1,104	-	428	14,161	7,074	5,184	1,869	34	-	10	2,023	103	419
1954	53,468	2,408	51,060	27,455	13,114	11,638	1,493	-	384	11,268	4,695	4,283	1,970	30	-	9	2,023	103	419
1955	53,559	1,545	52,014	25,724	8,944	13,692	1,493	-	239	12,440	5,695	5,538	1,460	41	-	12	2,023	103	419
SUMMARY																			
1934	41,730	5,917	35,813	27,561	13,495	2,163	3,057	69	730	7,011	1,519	5,117	94	81	-	25	1,241	40	279
1935	26,814	3,284	23,530	20,703	8,812	1,122	1,967	52	442	2,234	1,553	4,603	163	50	-	30	573	47	174
1936	32,274	3,361	28,913	23,885	11,788	1,919	2,310	32	331	4,414	3,636	743	20	15	-	52	614	65	304
1937	35,677	4,452	31,225	23,205	12,695	2,311	3,254	149	328	3,138	2,758	1,032	314	51	11	18	774	170	208
1938	36,368	1,544	34,824	24,422	15,087	2,235	2,690	185	435	8,238	3,428	2,201	338	74	1	27	938	171	281
1939	34,781	1,045	33,736	23,691	13,484	2,055	2,436	185	355	8,238	3,428	2,201	338	74	1	27	938	171	281
1940	32,594	2,297	30,297	20,460	12,052	1,923	2,666	266	456	6,789	3,327	3,114	296	42	10	17	1,003	69	341
1941	32,634	1,596	31,038	20,008	12,052	1,923	2,666	266	456	6,789	3,327	3,114	296	42	10	17	1,003	69	341
1942	19,673	1,312	18,361	12,177	6,648	2,185	977	200	461	4,100	2,465	3,482	338	43	2	15	766	64	277
1943	15,971	519	15,452	10,926	5,542	2,879	728	130	142	2,588	1,587	732	210	56	3	11	720	49	231
1944	15,080	350	14,730	11,152	6,822	2,720	442	50	74	1,683	496	872	224	26	5	4	860	27	375
1945	15,278	283	14,995	12,055	7,496	3,011	286	52	145	1,683	496	872	224	26	5	4	860	27	375
1946	21,713	440	21,273	14,994	9,583	3,452	1,682	-	201	4,487	2,121	1,716	427	44	-	19	1,414	85	458
1947	21,713	440	21,273	14,994	9,583	3,452	1,682	-	201	4,487	2,121	1,716	427	44	-	19	1,414	85	458
1948	14,968	2,017	12,951	9,934	5,244	1,585	1,792	1,320	645	8,114	3,518	3,870	695	54	-	28	1,610	80	638
1949	45,176	2,329	42,847	22,425	13,717	4,255	1,300	-	823	9,660	4,619	3,955	1,048	38	-	17	1,639	75	716
1950	55,487	3,364	52,123	24,262	11,088	8,060	1,019	-	1,147	16,507	7,342	5,957	3,179	29	-	29	1,712	110	931
1951	51,471	2,511	48,960	24,199	10,259	9,812	879	-	973	14,173	5,481	5,532	3,101	59	-	18	1,889	88	530
1952	57,847	2,442	55,405	26,601	13,751	12,387	1,245	-	631	16,518	7,205	6,545	2,706	62	-	18	1,997	97	489
1953	52,886	2,281	50,605	24,596	12,812	13,259	1,104	-	428	14,161	7,074	5,184	1,869	34	-	10	2,023	103	419
1954	53,468	2,408	51,060	27,455	13,114	11,638	1,493	-	384	11,268	4,695	4,283	1,970	30	-	9	2,023	103	419
1955	53,559	1,545	52,014	25,724	8,944	13,692	1,493	-	239	12,440	5,695	5,538	1,460	41	-	12	2,023	103	419

1/ For mileage built prior to 1934, see Table SPS-200.  
2/ Includes the county roads under State control in Alabama (6 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia.  
3/ Mileage built by State highway departments on county or other local roads not under State control, on park, forest, institutional roads, etc., and on local city streets not connecting State highway systems. Includes mileage built by State and quasi-State toll authorities.  
4/ Mileage of brick and block surfaces included with Portland cement concrete, and dual-type concrete. Mileage of treated gravel, chert, shale, and interbound macadam; high-type bituminous includes bituminous penetration, sheet asphalt, and bituminous concrete; brick, block, and dual-type includes vitrified brick, asphalt, wood, and stone block, and surfaces which consist of two individual types, each having an aggregate width of at least 8 feet, including both dual-type construction and those widening projects which result in the replacement of a single-type by a dual-type surface. Also includes a small amount of construction in California and Texas not classified by type of construction.  
5/ After 1947 a negligible mileage of brick and block surfaces are included with Portland cement concrete, and dual-type concrete. Mileage of treated gravel, chert, shale, and interbound macadam; high-type bituminous includes bituminous penetration, sheet asphalt, and bituminous concrete; brick, block, and dual-type includes vitrified brick, asphalt, wood, and stone block, and surfaces which consist of two individual types, each having an aggregate width of at least 8 feet, including both dual-type construction and those widening projects which result in the replacement of a single-type by a dual-type surface. Also includes a small amount of construction in California and Texas not classified by type of construction.  
6/ Includes with mileage built on rural sections.

**MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1945-1954**  
CLASSIFIED BY WIDTH IN FEET AND TYPE OF SURFACE

TABLE SMB-206  
SHEET 1 OF 2

YEAR	STATE PRIMARY RURAL SYSTEM					SECONDARY AND COUNTY ROADS UNDER STATE CONTROL					MUNICIPAL EXTENSIONS OF STATE SYSTEMS												
	LESS THAN 20	20 AND LESS THAN 22	22	23 AND LESS THAN 27	TOTAL CLASSIFIED BY WIDTH	MILEAGE UNCLASSIFIED BY WIDTH	TOTAL MILEAGE BUILT	LESS THAN 20	20 AND LESS THAN 22	22	23 AND LESS THAN 27	TOTAL CLASSIFIED BY WIDTH	MILEAGE UNCLASSIFIED BY WIDTH	TOTAL MILEAGE BUILT	LESS THAN 20	20 AND LESS THAN 22	22	23 AND LESS THAN 27	TOTAL CLASSIFIED BY WIDTH	MILEAGE UNCLASSIFIED BY WIDTH	TOTAL MILEAGE BUILT		
SOIL-SURFACED, SLAG, GRAVEL AND STONE																							
1945	427	316	114	221	1,200	10	1,210	587	63	24	121	64	859	58	917	10	7	1	4	26	-	26	
1946	234	426	145	267	1,302	175	1,477	1,693	72	7	185	80	2,037	284	2,321	6	5	1	7	11	30	4	
1947	460	529	416	477	2,261	419	2,680	1,294	161	48	248	89	1,840	600	2,440	15	17	8	11	12	61	24	
1948	648	594	566	731	3,234	-	3,234	2,232	249	56	836	145	3,518	-	3,518	18	16	10	26	20	80	-	
1949	747	398	597	646	3,153	-	3,153	2,937	757	182	836	362	4,619	-	4,619	18	16	10	26	20	75	-	
1950	1,681	595	555	697	4,095	-	4,095	2,937	819	462	1,234	516	7,342	699	7,342	26	17	16	31	110	-	88	
1951	1,446	528	471	184	3,249	223	3,249	2,356	518	151	1,322	435	4,782	-	4,782	21	24	10	23	18	81	7	
1952	1,084	459	445	574	3,751	-	3,751	2,356	788	618	1,210	287	7,205	-	7,205	17	22	7	23	28	97	8	
1953	918	471	481	479	2,808	4	2,812	4,505	339	673	652	312	4,481	593	7,074	28	9	16	12	30	95	-	
1954	928	799	246	450	2,766	-	2,766	2,050	1,821	87	374	363	4,695	-	4,695	20	32	3	12	16	83	103	
LOW-TYPE BITUMINOUS																							
1945	2,042	1,905	921	1,181	6,237	1,259	7,496	280	112	65	6	12	475	114	589	52	59	57	84	329	46	375	
1946	1,887	2,045	1,208	1,711	7,258	2,325	9,583	856	412	54	75	16	1,413	303	1,716	53	75	26	77	98	76	410	
1947	4,450	3,275	1,703	2,387	12,176	1,189	13,365	1,050	1,129	120	93	29	2,421	702	3,123	128	128	88	104	115	122	672	
1948	5,445	3,277	1,931	2,387	14,585	-	14,585	1,928	1,336	137	452	21	3,874	-	3,874	120	148	83	163	124	638	718	
1949	4,791	3,717	1,780	2,766	13,717	-	13,717	2,521	1,253	153	16	12	3,955	-	3,955	159	182	88	140	153	718	718	
1950	5,087	2,446	1,152	1,871	11,068	-	11,068	4,703	957	222	53	22	5,957	912	5,957	159	141	47	96	67	510	510	
1951	5,172	2,011	1,172	1,882	9,925	334	10,259	3,701	762	117	35	5	4,620	98	5,532	102	102	51	73	75	496	530	
1952	3,307	2,485	1,103	1,834	9,218	-	9,218	4,358	758	177	43	9	6,447	214	5,545	165	103	49	99	73	489	489	
1953	2,227	1,620	1,100	1,444	6,896	185	7,081	4,460	493	62	48	9	4,970	-	5,184	137	87	27	80	70	401	419	
1954	2,727	2,759	961	1,696	8,937	-	8,937	3,135	1,057	200	117	14	4,523	-	4,523	122	112	43	92	84	453	453	
HIGH-TYPE BITUMINOUS																							
1945	486	712	397	200	1,897	1,126	3,023	80	10	10	2	2	104	25	129	27	44	19	23	164	133	410	
1946	378	524	630	394	2,058	1,194	3,252	321	34	39	1	4	399	28	427	23	23	31	34	191	277	442	
1947	678	843	927	640	3,352	568	4,910	363	184	24	8	3	576	19	595	49	55	68	71	242	302	525	
1948	910	1,345	1,186	932	4,792	-	4,792	422	252	8	9	3	695	-	695	57	86	70	91	402	706	706	
1949	529	1,116	1,407	882	8,060	-	8,060	621	388	29	3	7	1,048	-	1,048	81	94	66	75	390	644	644	
1950	1,372	2,074	1,902	2,115	9,241	-	9,241	2,470	560	80	63	6	3,179	43	3,179	120	144	105	143	508	931	931	
1951	1,301	2,382	2,346	2,427	9,241	571	9,812	2,149	711	102	91	3	3,058	-	3,101	112	144	104	160	434	962	1,040	
1952	1,972	2,365	2,869	4,119	12,387	-	12,387	2,653	726	144	147	36	2,706	-	2,706	120	136	130	236	627	1,241	1,241	
1953	2,043	3,193	3,168	3,823	13,151	108	13,259	1,937	941	82	186	17	1,863	6	1,869	104	196	109	262	643	1,314	1,317	
1954	1,804	2,887	2,955	3,823	14,114	-	14,114	962	704	89	206	9	1,970	-	1,970	116	170	161	339	815	1,601	1,601	
PORTLAND CEMENT CONCRETE																							
1945	9	17	119	101	48	32	326	2	4	17	-	4	27	-	27	2	1	4	5	29	41	8	49
1946	21	164	243	138	68	48	682	6	21	10	2	13	36	4	27	-	9	5	4	42	60	14	74
1947	9	186	360	107	141	199	1,002	1	37	-	7	4	54	1	37	3	12	5	6	84	117	15	132
1948	8	229	597	203	283	-	1,300	5	14	1	13	3	38	-	54	5	17	49	9	114	186	-	186
1949	3	83	595	342	277	-	1,019	7	22	1	1	-	29	-	38	2	11	25	25	130	202	-	202
1950	-	72	456	224	267	-	1,019	5	22	-	3	-	59	-	59	2	15	20	20	114	161	-	161
1951	4	56	210	256	275	78	879	6	47	-	3	3	59	-	59	3	15	30	30	154	222	-	231
1952	12	40	401	425	367	-	1,245	-	42	10	3	1	62	-	62	4	8	18	29	116	170	-	170
1953	35	20	224	403	378	84	1,060	-	16	1	6	5	28	6	34	6	21	21	27	118	176	8	184
1954	61	36	371	537	613	-	1,638	31	32	4	10	3	80	-	80	7	5	24	43	248	327	-	327



**MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS, 1945-1954**  
CLASSIFIED BY WIDTH IN FEET AND TYPE OF SURFACE

TABLE SMB-206  
SHEET 2 OF 2

YEAR	SPECIAL CONSTRUCTION ON LOCAL ROADS AND STREETS										SUMMARY					
	LESS THAN 20	20 AND LESS THAN 22	22	23 AND LESS THAN 27	27 AND OVER	TOTAL CLASSIFIED BY WIDTH	MILEAGE UNCLASSIFIED BY WIDTH	TOTAL MILEAGE BUILT	LESS THAN 20	20 AND LESS THAN 22	22	23 AND LESS THAN 27	27 AND OVER	TOTAL CLASSIFIED BY WIDTH	MILEAGE UNCLASSIFIED BY WIDTH	TOTAL MILEAGE BUILT
SOIL-SURFACED, SLAG, GRAVEL AND STONE																
1945	37	25	3	18	1	84	50	134	1,061	411	142	364	191	2,169	118	2,287
1946	172	126	-	150	29	477	47	524	2,105	629	153	609	350	3,846	510	4,356
1947	361	298	250	499	133	1,541	358	1,899	2,130	994	731	1,235	613	5,703	1,401	7,104
1948	713	1,193	680	1,128	73	3,787	-	3,787	3,603	2,082	1,310	2,721	933	10,619	-	10,619
1949	1,892	1,402	2,204	456	75	6,029	-	6,029	5,594	3,450	2,993	1,499	1,222	13,876	-	13,876
1950	1,397	2,019	1,300	1,224	77	6,017	-	6,017	7,415	3,175	2,333	3,175	1,191	17,564	-	17,564
1951	1,538	2,099	845	564	42	5,088	-	5,088	5,361	3,169	1,477	2,077	893	12,977	929	13,906
1952	1,029	2,371	597	590	55	4,642	1,046	5,688	6,432	4,216	1,667	2,397	983	15,695	1,046	16,741
1953	2,236	1,285	1,026	465	39	5,351	-	5,351	7,687	2,404	2,196	1,608	840	14,735	605	15,340
1954	3,064	1,655	449	517	272	5,957	-	5,957	6,062	4,307	785	1,353	994	13,501	-	13,501
LOW-TYPE BITUMINOUS																
1945	55	47	79	10	1	192	10	202	2,429	2,123	1,122	1,274	285	7,233	1,429	8,662
1946	32	59	42	23	4	160	87	247	2,828	2,591	1,340	1,907	499	9,165	2,791	11,956
1947	321	475	53	47	36	932	10	942	5,956	5,007	1,944	2,305	867	16,079	2,023	18,102
1948	878	849	234	184	59	2,204	-	2,204	8,371	5,610	2,445	4,186	689	21,301	-	21,301
1949	1,643	747	236	150	26	2,802	-	2,802	9,110	5,899	2,457	3,072	854	21,192	-	21,192
1950	1,768	542	178	224	36	2,748	-	2,748	11,717	4,086	1,599	2,244	657	20,303	-	20,303
1951	1,732	578	203	96	10	2,619	-	2,619	10,800	3,453	1,543	1,466	398	17,660	1,280	18,940
1952	2,280	685	168	88	23	3,244	427	3,671	11,212	4,031	1,497	2,064	594	19,398	525	19,923
1953	2,333	740	334	72	20	3,499	-	3,499	9,055	2,940	1,523	1,644	604	15,766	417	16,183
1954	3,183	740	177	137	22	4,259	-	4,259	9,167	4,668	1,381	2,042	914	18,172	-	18,172
HIGH-TYPE BITUMINOUS																
1945	19	5	6	1	18	49	1	50	612	771	432	226	286	2,327	1,285	3,612
1946	8	15	1	3	27	54	5	59	730	596	701	432	354	2,813	1,367	4,180
1947	24	32	5	9	27	97	5	102	1,114	1,114	1,024	722	538	4,512	620	5,132
1948	69	49	19	42	71	250	-	250	1,458	1,732	1,283	1,074	896	6,443	-	6,443
1949	81	43	36	24	73	257	-	257	1,272	1,619	1,538	924	851	6,204	-	6,204
1950	274	138	116	71	107	706	-	706	3,288	2,866	2,203	2,382	1,218	12,876	-	12,876
1951	358	182	89	42	212	883	-	883	3,419	3,419	3,221	2,720	1,436	14,144	692	14,836
1952	280	190	78	143	104	795	76	871	4,017	3,417	3,221	4,645	1,829	17,129	76	17,205
1953	307	463	161	135	165	1,231	-	1,231	3,491	4,393	3,220	4,406	1,749	17,559	117	17,676
1954	395	220	200	137	187	1,139	-	1,139	3,277	3,981	3,405	5,806	2,355	18,824	-	18,824
PORTLAND CEMENT CONCRETE																
1945	1	-	4	1	26	32	-	32	14	22	144	107	107	394	40	434
1946	-	-	1	-	-	1	1	18	27	173	259	144	111	714	67	781
1947	2	-	7	-	2	17	-	28	15	225	379	114	240	973	216	1,189
1948	-	-	11	10	14	28	-	35	16	277	658	229	408	1,588	-	1,588
1949	9	1	9	2	14	35	-	35	24	115	630	382	424	1,575	-	1,575
1950	2	4	10	6	149	89	-	171	9	102	488	251	530	1,380	-	1,380
1951	5	12	6	3	63	89	-	89	18	130	236	292	495	1,171	87	1,258
1952	2	4	1	10	25	42	-	59	24	89	430	467	509	1,519	17	1,536
1953	4	14	14	5	47	84	-	84	27	52	260	441	548	1,348	98	1,446
1954	8	3	12	106	369	498	-	498	127	76	411	696	1,233	2,543	-	2,543

# CONSTRUCTION, RECONSTRUCTION AND RESURFACING OF STATE HIGHWAY SYSTEM MILEAGE, 1945-1954 <sup>1/</sup>

CLASSIFIED ACCORDING TO WIDTH CHANGES

TABLE SMB-207

SURFACING ACTIVITY	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
PRIMARY STATE HIGHWAYS										
Roads reduced in width <sup>2/</sup>	1,228	2,344	1,436	2,594	2,060	2,490	1,689	2,553	2,028	2,236
Roads resurfaced to same width	5,214	4,277	6,872	8,463	8,116	7,883	7,947	9,954	9,915	9,688
Roads widened:										
Less than 4 feet	1,151	1,417	1,674	2,495	2,385	2,855	2,326	3,171	3,105	3,221
4 feet and less than 8 feet	889	1,315	2,023	3,359	3,734	3,912	3,689	4,998	4,857	5,446
8 feet and less than 16 feet	65	145	476	754	729	736	610	653	624	945
16 feet and less than 32 feet	60	58	263	326	230	306	294	492	584	1,014
32 feet and over	4	1	15	29	34	32	34	43	63	85
Total mileage widened	2,169	2,936	4,451	6,963	7,112	7,841	6,953	9,357	9,233	10,711
Total classified mileage	8,611	9,557	12,759	18,020	17,288	18,214	16,589	21,864	21,176	22,635
Unclassified by widths	2,418	3,587	4,286	272	-	-	1,150	364	364	-
Total	11,029	13,144	17,045	18,292	17,288	18,214	17,739	22,228	21,540	22,635
SECONDARY ROADS UNDER STATE CONTROL										
Roads reduced in width <sup>2/</sup>	146	547	576	832	904	2,207	1,836	1,880	1,397	886
Roads resurfaced to same width	332	913	822	1,924	2,269	2,826	1,986	3,912	3,195	3,828
Roads widened:										
Less than 4 feet	185	272	453	587	976	1,582	1,118	1,602	1,535	1,297
4 feet and less than 8 feet	166	395	474	683	889	1,768	1,283	1,360	1,293	1,420
8 feet and less than 16 feet	54	109	209	135	376	699	528	460	287	280
16 feet and less than 32 feet	13	11	3	11	31	49	56	37	56	53
32 feet and over	1	-	-	-	2	1	1	-	-	2
Total mileage widened	419	787	1,139	1,416	2,274	4,099	2,986	3,459	3,171	3,052
Total classified mileage	897	2,247	2,537	4,172	5,447	9,132	6,808	9,251	7,763	7,766
Unclassified by widths	135	323	1,086	711	-	-	1,171	91	638	-
Total	1,032	2,640	3,623	4,883	5,447	9,132	7,979	9,342	8,401	7,766
MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS										
Roads reduced in width <sup>2/</sup>	54	96	79	145	140	166	163	155	144	152
Roads resurfaced to same width	453	407	523	681	593	618	641	829	822	918
Roads widened:										
Less than 4 feet	57	67	64	104	119	101	114	130	132	149
4 feet and less than 8 feet	44	55	128	172	163	197	167	238	199	289
8 feet and less than 16 feet	20	24	55	101	100	85	86	105	105	129
16 feet and less than 32 feet	8	18	47	105	117	109	103	135	168	246
32 feet and over	6	7	17	30	47	36	40	60	64	81
Total mileage widened	135	171	311	512	546	528	510	659	668	896
Total classified mileage	642	674	913	1,338	1,279	1,312	1,314	1,643	1,634	1,966
Unclassified by widths	185	211	310	26	-	-	123	31	31	-
Total	827	885	1,223	1,364	1,279	1,312	1,437	1,673	1,665	1,966
TOTAL STATE SYSTEMS										
Total	12,888	16,669	21,891	24,539	24,014	28,658	27,155	32,849	31,606	32,367

<sup>1/</sup> Does not include mileage built on earth roads or new location, or mileage graded and drained.<sup>2/</sup> A large portion of the mileage reduced in width is due to bituminous resurfacing of soil, gravel, and stone roads, the surface width of which is frequently indeterminate or is measured from shoulder to shoulder.



Figure 11 is a stacked area chart illustrating the distribution of highway surface types in the United States from 1923 to 1955. The vertical axis (Y-axis) represents 'THOUSANDS OF MILES' ranging from 0 to 800. The horizontal axis (X-axis) represents 'YEARS' from 1923 to 1955. The chart is divided into four categories of surface types, stacked from bottom to top: 'NONSURFACED' (white), 'LOW-TYPE SURFACE' (dotted pattern), 'INTERMEDIATE-TYPE SURFACE' (diagonal lines), and 'HIGH-TYPE SURFACE' (cross-hatched pattern). The total mileage, indicated by the top boundary line, shows a steady increase over time, starting around 250,000 miles in 1923 and reaching over 700,000 miles by 1955. The 'HIGH-TYPE SURFACE' category becomes the dominant type after 1940, while 'NONSURFACED' roads decline significantly.

Year	Non-surfaced (Thousands of Miles)	Low-type Surface (Thousands of Miles)	Intermediate-type Surface (Thousands of Miles)	High-type Surface (Thousands of Miles)	Total Mileage (Thousands of Miles)
1923	100	50	50	50	250
1930	100	50	50	50	350
1940	50	50	100	150	350
1950	20	50	100	530	700
1955	10	50	100	540	700

STATE HIGHWAY MILEAGE, 1946-1955  
SUMMARY OF MILEAGE CHANGES OF STATE HIGHWAY SYSTEMS

TABLE SM-101

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF 1946	NET CHANGES DUE TO REVISIONS OR TRANSFERS	ACCOUNTING TABLE OF CONSTRUCTION CHANGES													NET TOTAL CHANGE IN MILEAGE (2+15)	EXISTING MILEAGE AT END OF YEAR 1955 (1+16)
			TYPE OF ROAD REPLACED OR ABANDONED 1/					SUMMARY OF CONSTRUCTION CHANGES									
			BUILT ON NEW LOCATION	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	SOIL, GRAVEL AND STONE	LOW-TYPE BITUMINOUS 2/	HIGH-TYPE BITUMINOUS 2/	PORTLAND CEMENT CONCRETE, BRICK AND BLOCK	MILEAGE BUILT DURING YEAR				MILEAGE OF FORMER TYPES REPLACED	NET MILEAGE CHANGE DUE TO CONSTRUCTION (13-14)		
										ON EARTH ROADS OR NEW LOCATION	NEW TYPES REPLACING OLD SURFACE	RESURFACING TO SAME TYPE	TOTAL				
Abandoned	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
Primitive and Unimproved	**	**	**	490	379	869	418	205	137	**	**	**	(2,498)	**	**	**	**
Graded and Drained	42,203	3,374	1,879	2,269	3,801	3,134	540	128	48	4,148	3,850	3,801	11,799	63,236	-22,262	-18,880	23,315
Soil, Gravel and Stone	50,022	19,807	3,676	10,795	22,346	40,662	2,282	339	66	36,817	2,687	40,662	80,166	125,894	-45,728	-15,656	18,392
Low-Type Bituminous 2/	138,451	30,072	5,300	8,070	31,334	60,169	48,155	3,815	1,502	44,704	65,486	48,155	158,345	78,249	80,096	42,028	122,795
High-Type Bituminous 2/	174,619	-38,068	4,112	469	4,732	19,165	24,955	32,356	28,062	9,313	72,182	32,356	113,851	38,582	75,261	125,534	216,647
Portland Cement Concrete, Brick and Block	68,761	50,265															
Unclassified	98,957	-2,951	3,271	169	644	1,895	1,899	1,731	4,385	4,084	5,533	4,385	14,002	34,200	-20,198	-23,141	174,295
	221	-221	-	-	-	-	-	-	-	-	-	-	-	-	-	-221	-
Total	573,234	62,278	18,238	22,262	63,236	125,894	78,249	38,582	34,200	99,066	149,738	129,359	378,163	362,423	15,740	78,018	651,252

1/ Low-type bituminous consists of bituminous treated and mixed bituminous surfaces; high-type bituminous consists of bituminous penetration, bituminous concrete and sheet asphalt.

2/ During this period low-type bituminous surfaced roads which had a surface and base thickness of 7 inches or more and/or a high load-bearing capacity were reclassified to high-type bituminous, and roads with high-type bituminous surfaces which had a surface and base thickness less than 7 inches and/or a low load-bearing capacity were classified with low-type bituminous roadways.



TABLE SM-200  
SHEET 1 OF 25

426948 O—57—8

## SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE SM-200  
SHEET 2 OF 25

YEAR	PRIMARY STATE HIGHWAYS		SURFACED MILEAGE CLASSIFIED BY TYPES 2/							SURFACED MILEAGE CLASSIFIED BY TYPES 2/							MUNICIPAL EXTENSIONS OF STATE SYSTEMS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

## CALIFORNIA

1923	6,400	2,584	8,984	8,984	1,843	48	371	81	-	-	-	-	-	-	-	-	-	-
1924	6,718	2,804	9,522	9,522	2,048	48	431	131	-	-	-	-	-	-	-	-	-	-
1925	6,825	2,957	9,782	9,782	2,171	266	459	266	-	-	-	-	-	-	-	-	-	-
1926	6,946	3,028	9,974	9,974	2,244	268	459	268	-	-	-	-	-	-	-	-	-	-
1927	7,067	3,100	10,167	10,167	2,317	268	459	268	-	-	-	-	-	-	-	-	-	-
1928	7,188	3,171	10,359	10,359	2,390	268	459	268	-	-	-	-	-	-	-	-	-	-
1929	7,309	3,242	10,551	10,551	2,463	268	459	268	-	-	-	-	-	-	-	-	-	-
1930	7,430	3,313	10,743	10,743	2,536	268	459	268	-	-	-	-	-	-	-	-	-	-
1931	7,551	3,384	10,935	10,935	2,609	268	459	268	-	-	-	-	-	-	-	-	-	-
1932	7,672	3,455	11,127	11,127	2,682	268	459	268	-	-	-	-	-	-	-	-	-	-
1933	7,793	3,526	11,319	11,319	2,755	268	459	268	-	-	-	-	-	-	-	-	-	-
1934	7,914	3,597	11,511	11,511	2,828	268	459	268	-	-	-	-	-	-	-	-	-	-
1935	8,035	3,668	11,703	11,703	2,901	268	459	268	-	-	-	-	-	-	-	-	-	-
1936	8,156	3,739	11,895	11,895	2,974	268	459	268	-	-	-	-	-	-	-	-	-	-
1937	8,277	3,810	12,087	12,087	3,047	268	459	268	-	-	-	-	-	-	-	-	-	-
1938	8,398	3,881	12,279	12,279	3,120	268	459	268	-	-	-	-	-	-	-	-	-	-
1939	8,519	3,952	12,471	12,471	3,193	268	459	268	-	-	-	-	-	-	-	-	-	-
1940	8,640	4,023	12,663	12,663	3,266	268	459	268	-	-	-	-	-	-	-	-	-	-
1941	8,761	4,094	12,855	12,855	3,339	268	459	268	-	-	-	-	-	-	-	-	-	-
1942	8,882	4,165	13,047	13,047	3,412	268	459	268	-	-	-	-	-	-	-	-	-	-
1943	9,003	4,236	13,239	13,239	3,485	268	459	268	-	-	-	-	-	-	-	-	-	-
1944	9,124	4,307	13,431	13,431	3,558	268	459	268	-	-	-	-	-	-	-	-	-	-
1945	9,245	4,378	13,623	13,623	3,631	268	459	268	-	-	-	-	-	-	-	-	-	-
1946	9,366	4,449	13,815	13,815	3,704	268	459	268	-	-	-	-	-	-	-	-	-	-
1947	9,487	4,520	14,009	14,009	3,777	268	459	268	-	-	-	-	-	-	-	-	-	-
1948	9,608	4,591	14,200	14,200	3,850	268	459	268	-	-	-	-	-	-	-	-	-	-
1949	9,729	4,662	14,391	14,391	3,923	268	459	268	-	-	-	-	-	-	-	-	-	-
1950	9,850	4,733	14,583	14,583	4,000	268	459	268	-	-	-	-	-	-	-	-	-	-
1951	9,971	4,804	14,775	14,775	4,073	268	459	268	-	-	-	-	-	-	-	-	-	-
1952	10,092	4,875	14,967	14,967	4,146	268	459	268	-	-	-	-	-	-	-	-	-	-
1953	10,213	4,946	15,159	15,159	4,219	268	459	268	-	-	-	-	-	-	-	-	-	-
1954	10,334	5,017	15,351	15,351	4,292	268	459	268	-	-	-	-	-	-	-	-	-	-
1955	10,455	5,088	15,543	15,543	4,365	268	459	268	-	-	-	-	-	-	-	-	-	-

\*\* APPROXIMATELY 6,600 MILES WERE ADDED TO STATE SYSTEM IN 1933.

\*\* IN 1937 THE MILEAGE WAS SUBTRACTED FROM STATE PRIMARY SYSTEM AND REPORTED AS SECONDARY ROADS UNDER STATE CONTROL.



# STATE HIGHWAY MILEAGE, 1923-1955

[illegible]

TABLE SM-200  
SHEET 4 OF 25STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

YEAR	STATE TOTALS				PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS									
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	TOTAL EXIST- ING	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					
				GRAVEL, STONE, AND BITU- MINOUS SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND BITU- MINOUS SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND BITU- MINOUS SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND BITU- MINOUS SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING			
1923	351	351	351	-	1	20	293	7	-	351	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1924	433	433	433	-	1	20	405	7	-	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1925	460	460	460	-	1	20	477	7	-	460	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1926	590	590	590	-	1	27	533	6	-	590	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1927	629	629	629	23	5	32	563	6	-	629	23	5	32	563	6	-	629	23	5	32	563	6	-	-	-	-	-	-	-	-	-	-	-	
1928	703	703	703	23	5	61	607	7	-	703	23	5	61	607	7	-	703	23	5	61	607	7	-	-	-	-	-	-	-	-	-	-	-	
1929	756	756	756	43	5	61	641	6	-	756	43	5	61	641	6	-	756	43	5	61	641	6	-	-	-	-	-	-	-	-	-	-	-	
1930	817	817	817	47	17	67	680	6	-	817	47	17	67	680	6	-	817	47	17	67	680	6	-	-	-	-	-	-	-	-	-	-	-	
1931	876	876	876	49	20	66	731	6	-	876	49	20	66	731	6	-	876	49	20	66	731	6	-	-	-	-	-	-	-	-	-	-	-	
1932	944	944	944	76	20	66	754	6	-	944	76	20	66	754	6	-	944	76	20	66	754	6	-	-	-	-	-	-	-	-	-	-	-	
1933	1,142	1,142	1,142	272	39	86	792	6	-	1,142	272	39	86	792	6	-	1,142	272	39	86	792	6	-	-	-	-	-	-	-	-	-	-	-	
1934	1,245	1,245	1,245	310	39	86	765	5	-	1,245	310	39	86	765	5	-	1,245	310	39	86	765	5	-	-	-	-	-	-	-	-	-	-	-	
1935	1,679	1,679	1,679	346	59	449	799	6	-	1,679	346	59	449	799	6	-	1,679	346	59	449	799	6	-	-	-	-	-	-	-	-	-	-	-	
1936	1,753	1,753	1,753	386	59	449	805	6	-	1,753	386	59	449	805	6	-	1,753	386	59	449	805	6	-	-	-	-	-	-	-	-	-	-	-	
1937	1,841	1,841	1,841	411	132	432	807	-	-	1,841	411	132	432	807	-	-	1,841	411	132	432	807	-	-	-	-	-	-	-	-	-	-	-	-	
1938	1,931	1,931	1,931	439	221	432	807	-	-	1,931	439	221	432	807	-	-	1,931	439	221	432	807	-	-	-	-	-	-	-	-	-	-	-	-	
1939	2,018	2,018	2,018	436	317	451	808	-	-	2,018	436	317	451	808	-	-	2,018	436	317	451	808	-	-	-	-	-	-	-	-	-	-	-	-	
1940	2,064	2,064	2,064	361	441	811	-	-	-	2,064	361	441	811	-	-	-	2,064	361	441	811	-	-	-	-	-	-	-	-	-	-	-	-	-	
1941	2,107	2,107	2,107	342	496	458	795	-	-	2,107	342	496	458	795	-	-	2,107	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1942	2,145	2,145	2,145	342	496	458	795	-	-	2,145	342	496	458	795	-	-	2,145	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1943	2,183	2,183	2,183	342	496	458	795	-	-	2,183	342	496	458	795	-	-	2,183	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1944	2,217	2,217	2,217	342	496	458	795	-	-	2,217	342	496	458	795	-	-	2,217	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1945	2,251	2,251	2,251	342	496	458	795	-	-	2,251	342	496	458	795	-	-	2,251	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1946	2,285	2,285	2,285	342	496	458	795	-	-	2,285	342	496	458	795	-	-	2,285	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1947	2,319	2,319	2,319	342	496	458	795	-	-	2,319	342	496	458	795	-	-	2,319	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1948	2,353	2,353	2,353	342	496	458	795	-	-	2,353	342	496	458	795	-	-	2,353	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1949	2,387	2,387	2,387	342	496	458	795	-	-	2,387	342	496	458	795	-	-	2,387	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1950	2,421	2,421	2,421	342	496	458	795	-	-	2,421	342	496	458	795	-	-	2,421	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1951	2,455	2,455	2,455	342	496	458	795	-	-	2,455	342	496	458	795	-	-	2,455	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1952	2,489	2,489	2,489	342	496	458	795	-	-	2,489	342	496	458	795	-	-	2,489	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1953	2,523	2,523	2,523	342	496	458	795	-	-	2,523	342	496	458	795	-	-	2,523	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1954	2,557	2,557	2,557	342	496	458	795	-	-	2,557	342	496	458	795	-	-	2,557	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	
1955	2,591	2,591	2,591	342	496	458	795	-	-	2,591	342	496	458	795	-	-	2,591	342	496	458	795	-	-	-	-	-	-	-	-	-	-	-	-	

\* UNSURFACED COUNTY ROADS TAKEN OVER FOR STATE MAINTENANCE IN 1935. IN 1943 THE STATE REPORTED MILEAGES BASED ON THE REINVENTURY SURVEY OF 1941, ADJUSTED TO DECEMBER 31, 1943.

## FLORIDA

YEAR	STATE TOTALS										PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS									
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	TOTAL EXIST- ING	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/											
				GRAVEL, STONE, AND BITU- MINOUS SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND BITU- MINOUS SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND BITU- MINOUS SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND BITU- MINOUS SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING									
1923	3,509	1,902	3,509	558	500	369	80	395	-	3,509	558	500	369	80	395	-	3,509	558	500	369	80	395	-	-	-	-	-	-	-	-	-	-	-	-						
1924	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1925	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1926	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1927	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1928	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1929	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1930	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1931	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1932	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1933	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1934	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1935	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1936	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1937	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1938	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1939	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1940	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1941	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1942	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1943	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1944	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1945	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1946	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1947	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1948	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1949	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1950	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1951	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1952	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1953	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1954	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						
1955	3,509	2,054	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	3,509	550	604	393	112	395	-	-	-	-	-	-	-	-	-	-	-	-						

THE MILEAGE REPORTED FOR 1934 INCLUDES 2,293 MILES ADDED AS A RESULT OF RESURVEY.

\*\* IN 1937, APPROXIMATELY 5,000 MILES OF ROADS NORMALLY UNDER STATE JURISDICTION BUT NOT ACTUALLY MAINTAINED BY THE STATE, WERE EXCLUDED FROM THE STATE SYSTEM.



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[illegible]

[illegible]



STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMSTABLE SH-200  
SHEET 7 OF 25

YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS												
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	SURFACED MILEAGE CLASSIFIED BY TYPES 2/						TOTAL EXIST- ING				SURFACED MILEAGE CLASSIFIED BY TYPES 2/						TOTAL EXIST- ING				SURFACED MILEAGE CLASSIFIED BY TYPES 2/						TOTAL EXIST- ING						
			GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER						
IOWA																																			
1923	6,646	2,307	6,646	1,687	-	-	365	54	-	1	2,307	1,687	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1924	6,660	2,667	6,660	2,164	-	-	469	34	-	-	2,667	2,164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1925	6,674	3,029	6,674	2,461	-	-	535	33	-	-	3,029	2,461	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1926	6,654	3,470	6,654	2,820	-	-	617	33	-	-	3,470	2,820	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1927	7,078	4,142	7,078	3,434	-	-	975	33	-	-	4,142	3,434	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1928	7,184	5,171	7,184	3,423	-	-	1,715	33	-	-	5,171	3,423	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1929	7,206	5,822	7,206	3,337	-	-	2,452	33	-	-	5,822	3,337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1930	7,655	7,655	7,655	3,039	-	-	3,464	33	-	-	7,655	3,039	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1931	8,312	7,344	8,312	3,282	-	-	4,029	33	-	-	7,344	3,282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1932	8,312	7,344	8,312	3,282	-	-	4,029	33	-	-	7,344	3,282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1933	7,814	7,765	7,814	3,229	-	-	4,536	28	-	-	7,765	3,229	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1934	8,876	8,523	8,876	2,933	-	-	4,944	29	-	-	8,523	2,933	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1935	9,283	9,087	9,283	3,297	-	-	4,986	29	-	-	9,087	3,297	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1936	9,328	9,328	9,328	3,131	-	-	4,196	28	-	-	9,328	3,131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1937	9,476	9,327	9,476	2,975	-	-	4,790	28	-	-	9,327	2,975	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1938	9,565	9,471	9,565	2,754	-	-	5,082	28	-	-	9,471	2,754	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1939	9,620	9,543	9,620	2,623	-	-	5,183	28	-	-	9,543	2,623	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1940	9,612	9,549	9,612	2,480	-	-	5,331	28	-	-	9,549	2,480	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1941	9,607	9,556	9,607	2,333	-	-	5,434	28	-	-	9,556	2,333	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1942	9,642	9,603	9,642	2,328	-	-	5,466	28	-	-	9,603	2,328	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1943	9,689	9,655	9,689	2,368	-	-	5,468	28	-	-	9,655	2,368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1944	9,695	9,659	9,695	2,367	-	-	5,470	28	-	-	9,659	2,367	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1945	9,703	9,684	9,703	2,329	-	-	5,470	28	-	-	9,684	2,329	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1946	9,716	9,691	9,716	2,322	-	-	5,466	-	-	-	9,691	2,322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1947	9,717	9,670	9,717	2,326	-	-	5,467	-	-	-	9,670	2,326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1948	9,745	9,701	9,745	2,331	-	-	5,657	-	-	-	9,701	2,331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1949	9,752	9,714	9,752	2,064	-	-	5,664	-	-	-	9,714	2,064	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1950	9,736	9,714	9,736	2,002	-	-	5,671	-	-	-	9,714	2,002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1951	9,743	9,728	9,743	1,909	-	-	5,651	-	-	-	9,728	1,909	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1952	9,733	9,718	9,733	1,664	-	-	5,285	-	-	-	9,718	1,664	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1953	9,727	9,712	9,727	1,669	-	-	5,065	-	-	-	9,712	1,669	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1954	9,712	9,702	9,712	1,662	-	-	5,106	-	-	-	9,702	1,662	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1955	9,693	9,693	9,693	1,497	-	-	5,125	-	-	-	9,693	1,497	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
KANSAS																																			
1923	6,696	669	6,696	154	-	51	371	93	-	-	669	154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1924	7,147	837	7,147	225	-	73	426	113	-	-	837	225	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1925	7,386	963	7,386	282	-	98	451	132	-	-	963	282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1926	7,887	1,332	7,887	575	-	108	508	146	-	-	1,332	575	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1927	7,922	1,922	7,922	1,121	-	154	554	153	-	-	1,922	1,121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1928	8,691	2,729	8,691	1,740	-	162	649	178	-	-	2,729	1,740	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1929	8,690	3,464	8,690	2,458	-	148	699	159	-	-	3,464	2,458	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1930	8,690	4,240	8,690	3,122	-	175	781	162	-	-	4,240	3,122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1931	8,922	4,806	8,922	3,548	-	177	919	162	-	-	4,806	3,548	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1932	8,982	5,312	8,982	3,950	-	177	1,023	162	-	-	5,312	3,950	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1933	8,982	5,517	8,982	4,163	-	180	1,020	154	-	-	5,517	4,163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1934	9,082	6,620	9,082	5,036	-	189	1,082	157	-	-	6,620	5,036	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1935	9,614	7,064	9,614	6,095	-	190	1,119	159	-	-	7,064	6,095	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1936	9,614	7,331	9,614	6,095	-	190	1,119	159	-	-	7,331	6,095	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1937	9,825	8,204	9,825	3,619	-	190	1,205	152	-	-	8,204	3,619,																							

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15,147	15,138	3,806	3,797	170	-	1,724	1,903	-	10,397
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\* IN YEARS PRIOR TO 1934, THE SEGREGATION BETWEEN PRIMARY, SECONDARY, AND URBAN EXTENSIONS WAS NOT REPORTED.



STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE SM-200  
SHEET 9 OF 25

YEAR	STATE TOTALS			PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	TOTAL EXIST- ING	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	SURFACED MILEAGE CLASSIFIED BY TYPES 2/																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
				GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	OTHER		GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	OTHER		GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	OTHER		GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	OTHER		GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	OTHER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
1923	1,456	1,090	1,456	1,090	560	304	153	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MAINE

MARYLAND

# STATE HIGHWAY MILEAGE, 1923-1955

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SHEET 10 OF 25

[illegible]



STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

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Mileage of Public Roads and Streets

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YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS									
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	SURFACED MILEAGE CLASSIFIED BY TYPES 2/							SURFACED MILEAGE CLASSIFIED BY TYPES 2/							SURFACED MILEAGE CLASSIFIED BY TYPES 2/							SURFACED MILEAGE CLASSIFIED BY TYPES 2/								
			TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER		
MINNESOTA																																
1923	6,974	5,279	6,974	5,279	4,790	68	398	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1924	6,982	5,471	6,982	5,471	4,897	77	474	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1925	6,955	5,979	6,955	5,979	5,303	15	560	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1926	6,931	6,354	6,931	6,354	5,608	81	735	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1927	6,936	6,543	6,936	6,543	5,610	70	838	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1928	6,947	6,616	6,947	6,616	5,579	77	936	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1929	6,955	6,723	6,955	6,723	5,575	78	1,052	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1930	6,951	6,794	6,951	6,794	5,560	77	1,340	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1931	6,867	6,767	6,867	6,767	4,892	-	1,793	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1932	6,772	6,706	6,772	6,706	4,299	-	2,320	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1933	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1934	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1935	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1936	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1937	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1938	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1939	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1940	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1941	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1942	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1943	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1944	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1945	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1946	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1947	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1948	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1949	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1950	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1951	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1952	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1953	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1954	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1955	6,766	6,766	6,766	6,766	4,164	-	2,604	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSISSIPPI																																
1923	5,400	2,164	5,400	2,164	1,920	50	23	152	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1924	5,399	2,374	5,399	2,374	2,093	50	25	187	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1925	5,501	2,690	5,501	2,690	2,446	11	26	188	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1926	6,721	3,639	6,721	3,639	3,581	10	26	203	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1927	6,723	4,129	6,723	4,129	3,750	11	72	276	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1928	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1929	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1930	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1931	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1932	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1933	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1934	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1935	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1936	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1937	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1938	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1939	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1940	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1941	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1942	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1943	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1944	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1945	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1946	6,939	4,536	6,939	4,536	4,072	11	73	360	20	-	-	-	-	-	-</																	

\* INCREASE DUE TO THE TRANSFER OF 4,356 MILES FROM LOCAL SYSTEM.  
\*\* IN 1929, 2,607 MILES OF UNIMPROVED DIRT ROADS AND 500 MILES OF UNIMPROVED EARTH ROADS WERE ADDED TO THE SYSTEM.  
\*\*\* IN 1930, THE STATE LEGISLATURE RETURNED 4,167 MILES OF UNIMPROVED EARTH ROADS TO COUNTY JURISDICTION.

STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE SM-200  
SHEET 12 OF 25

YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS																																																																																																																																																																																																
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	TOTAL EXIST- ING	TOTAL MILE- AGE	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	OTHER	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	TOTAL	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	OTHER	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	TOTAL	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	OTHER	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	TOTAL																																																																																																																																																																																					
					GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL						LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS						HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS						PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE

\*\* INCLUDES 1,946 MILES DESIGNATED AS STATE HIGHWAY MILEAGE WERE RETURNED TO LOCAL ROAD STATUS.



STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMSTABLE SM-200  
SHEET 13 OF 25

YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS									
	EXIST- ING MILE- AGE	SUR- FACED MILEAGE	SURFACED MILEAGE CLASSIFIED BY TYPES 2/						SURFACED MILEAGE CLASSIFIED BY TYPES 2/						SURFACED MILEAGE CLASSIFIED BY TYPES 2/																	
			GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING									
NEBRASKA																																
1923	5,742	364	5,742	311	-	8	29	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1924	5,619	927	5,619	855	-	11	42	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1925	6,256	1,930	6,256	1,930	-	13	61	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1926	6,256	2,764	6,256	2,764	-	14	79	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1927	6,167	3,340	6,167	3,340	-	14	79	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1928	8,012	3,877	8,012	3,877	-	16	95	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1929	8,371	4,190	8,371	4,190	-	17	182	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1930	9,752	4,784	9,752	4,784	-	17	264	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1931	9,752	5,632	9,752	5,632	-	17	485	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1932	9,752	6,462	9,752	6,462	-	17	543	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1933	9,177	6,650	9,177	6,650	-	11	734	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1934	11,142	7,313	10,547	6,948	488	603	11	830	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1935	11,142	7,565	10,534	7,140	5,428	762	11	897	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1936	11,209	7,971	10,412	7,347	5,201	1,150	10	945	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1937	8,627	8,222	8,222	7,832	5,196	1,549	15	1,030	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1938	8,879	8,513	8,386	8,029	5,165	1,758	16	1,050	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1939	9,056	8,706	8,679	8,332	4,944	2,299	15	1,040	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1940	9,138	8,792	8,762	8,419	4,803	2,504	18	1,060	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1941	9,191	8,846	8,834	8,472	4,827	2,529	20	1,062	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1942	9,235	8,990	8,959	8,517	4,821	2,575	20	1,072	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1943	9,236	8,991	8,960	8,518	4,806	2,576	20	1,067	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1944	9,236	8,991	8,960	8,518	4,806	2,576	20	1,067	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1945	9,189	8,972	8,941	8,499	4,765	2,559	20	1,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1946	9,230	9,030	8,913	8,469	4,762	2,539	12	1,178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1947	9,230	9,030	8,913	8,469	4,762	2,539	12	1,178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1948	9,230	9,030	8,913	8,469	4,762	2,539	12	1,178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1949	9,470	9,299	9,063	8,612	4,943	2,678	244	1,152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1950	9,578	9,443	9,173	8,726	4,969	2,678	244	1,152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1951	9,641	9,511	9,235	9,105	4,955	2,725	291	1,134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1952	9,779	9,685	9,367	9,273	4,909	2,814	465	1,085	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1953	9,828	9,748	9,417	9,337	4,858	2,824	586	1,069	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1954	9,871	9,791	9,457	9,377	4,782	2,809	738	1,048	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1955	10,093	10,001	9,673	9,581	4,674	2,875	979	1,053	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
* IN 1938, 2,584 MILES OF UNIMPROVED STATUTORY ROADS, NOT STATE MAINTAINED, WERE TRANSFERRED TO LOCAL JURISDICTION.																																
** IN 1940, 270 MILES FORMERLY REPORTED AS SECONDARY ROADS ARE NOW INCLUDED IN PRIMARY SYSTEM.																																
NEVADA																																
1923	2,704	381	2,704	322	-	20	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1924	2,997	667	2,997	590	-	25	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1925	2,997	674	2,997	602	-	25	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1926	2,997	1,023	2,997	1,023	-	23	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1927	3,552	1,319	3,552	1,319	-	29	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1928	3,554	1,431	3,554	1,431	-	149	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1929	3,741	1,560	3,741	1,560	-	27	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1930	3,774	1,741	3,774	1,741	-	37	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1931	3,797	1,838	3,797	1,838	-	37	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1932	3,782	1,968	3,782	1,919	-	50	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1933	4,007	2,221	4,007	2,221	-	40	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1934	4,002	2,316	4,002	2,212	766	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1935	4,085	2,428	4,085	2,323	453	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1936	4,085	2,428	4,085	2,323	453	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1937	5,108	2,923	5,108	2,923	183	-	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1938	5,108	2,923	5,108	2,923	183	-	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1939	5,102	3,137	5,102	3,137	58	-	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1940	5,152	3,183	5,152	3,183	54	-	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1941	5,356	3,179	5,356	3,179	80	-	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1942	5,423	3,498	5,423	3,498	80	-	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1943	5,749	3,543	5,749	3,543	91	-	52	-	-	-	-	-	-	-	-	-</																

STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE SM-200  
SHEET 14 OF 25

YEAR	STATE TOTALS				PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS									
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	TOTAL EXIST- ING	TOTAL	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					TOTAL EXIST- ING	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	
					LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	GRAVEL, STONE, AND STABIL- IZED SOIL	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK						LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	GRAVEL, STONE, AND STABIL- IZED SOIL	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK						LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	GRAVEL, STONE, AND STABIL- IZED SOIL	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK					
1923	1,367	1,004	1,367	1,004	736	134	190	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1924	2,001	1,616	2,001	1,616	729	164	775	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1925	2,197	1,822	2,197	1,822	1,007	194	1,008	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1926	2,235	1,853	2,235	1,853	1,111	212	1,111	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1927	2,310	2,011	2,310	2,011	1,112	239	1,112	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1928	2,465	2,188	2,465	2,188	1,265	238	1,265	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1929	2,448	2,143	2,448	2,143	1,113	239	1,113	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1930	2,683	2,477	2,683	2,477	1,434	269	1,434	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1931	2,862	2,826	2,862	2,826	1,623	291	1,623	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1932	2,943	2,911	2,943	2,911	1,660	214	2,911	241	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1933	3,166	3,129	3,166	3,129	1,948	211	3,129	241	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1934	3,401	3,401	3,401	3,401	1,948	211	3,401	241	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1935	3,635	3,635	3,635	3,635	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1936	3,469	3,469	3,469	3,469	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1937	3,526	3,526	3,526	3,526	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1938	3,524	3,524	3,524	3,524	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1939	3,613	3,613	3,613	3,613	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1940	3,635	3,635	3,635	3,635	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1941	3,701	3,701	3,701	3,701	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1942	3,715	3,715	3,715	3,715	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1943	3,749	3,749	3,749	3,749	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1944	3,777	3,777	3,777	3,777	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1945	3,822	3,822	3,822	3,822	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1946	3,845	3,845	3,845	3,845	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1947	3,889	3,889	3,889	3,889	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1948	3,901	3,901	3,901	3,901	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1949	3,921	3,921	3,921	3,921	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1950	3,931	3,931	3,931	3,931	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1951	3,931	3,931	3,931	3,931	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1952	3,931	3,931	3,931	3,931	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1953	3,931	3,931	3,931	3,931	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1954	3,931	3,931	3,931	3,931	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1955	3,909	3,909	3,909	3,909	2,148	253	2,148	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

## NEW HAMPSHIRE

## NEW JERSEY

\* INCLUDES STATE FOREST, PARK, AND INSTITUTIONAL ROADS CLASSIFIED AS SECONDARY ROADS FOR THE FIRST TIME IN 1941.



# STATE HIGHWAY MILEAGE, 1923-1955

TABLE SM-200  
SHEET 15 OF 25

STATE TOTALS			PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS									
YEAR	EXISTING MILEAGE	SURFACED MILEAGE	SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/					SURFACED MILEAGE CLASSIFIED BY TYPES 2/														
			TOTAL EXISTING	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORT-CEMENT CONCRETE	OTHER	TOTAL EXISTING	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORT-CEMENT CONCRETE	OTHER	TOTAL EXISTING	GRAVEL, STONE, AND STABILIZED SOIL	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORT-CEMENT CONCRETE	OTHER												
NEW MEXICO																																
1923	7,963	1,108	1,108	1,062	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1924	7,963	1,477	1,477	1,413	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1925	9,160	1,616	1,616	1,544	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1926	9,214	1,685	1,685	1,611	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1927	9,453	1,793	1,793	1,720	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1928	9,453	1,910	1,910	1,836	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1929	9,314	2,500	2,500	2,415	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1930	9,314	2,671	2,671	2,585	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1931	9,314	2,896	2,896	2,806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1932	10,254	3,004	3,004	2,898	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1933	10,370	3,152	3,152	3,046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1934	10,338	3,563	3,563	3,434	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1935	10,248	3,723	3,723	3,594	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1936	12,267	3,887	12,114	3,758	1,923	49	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1937	12,472	4,190	4,061	3,920	1,507	164	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1938	11,689	5,203	5,119	4,961	2,651	195	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1939	12,265	5,423	5,289	5,073	2,973	254	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1940	9,276	5,682	5,096	4,455	1,756	3,441	86	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1941	9,276	5,650	5,123	4,475	2,691	3,559	86	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1942	9,332	5,116	4,658	4,170	3,521	3,587	82	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1943	9,332	5,116	4,658	4,170	3,521	3,587	82	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1944	9,415	6,913	6,261	5,779	2,810	3,537	279	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1945	9,542	6,279	5,358	4,764	2,764	3,709	279	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1946	9,558	7,151	6,235	5,592	3,636	4,936	650	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1947	10,089	7,556	6,859	7,013	4,494	4,822	667	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1948	10,217	7,412	6,962	7,164	4,116	4,594	654	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1949	10,377	7,543	10,108	7,281	4,246	644	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1950	10,550	7,520	10,211	7,491	4,236	1,115	3,959	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1951	10,770	8,009	10,403	7,649	4,263	1,421	4,026	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1952	10,913	8,206	10,532	7,836	4,248	2,006	4,248	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1953	11,093	8,421	10,682	8,022	4,953	1,645	4,392	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1954	11,290	8,641	10,851	8,216	4,752	1,882	4,533	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1955	11,407	8,797	10,937	8,341	4,697	1,924	4,697	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
* IN 1940, 2,596 MILES WERE TRANSFERRED OFF THE STATE HIGHWAY SYSTEM.																																
NEW YORK																																
1923	11,260	8,931	11,260	8,931	124	2,535	4,229	1,750	293	-	-	-	-	-	-	-	-	-	-	-	-	-										
1924	11,260	9,280	11,260	9,280	120	2,399	4,279	2,190	292	-	-	-	-	-	-	-	-	-	-	-	-	-										
1925	11,068	9,568	11,068	9,568	106	2,314	4,320	2,538	290	-	-	-	-	-	-	-	-	-	-	-	-	-										
1926	11,068	9,954	11,068	9,954	128	2,194	4,242	3,009	281	-	-	-	-	-	-	-	-	-	-	-	-	-										
1927	13,929	10,204	13,929	10,204	126	2,108	4,116	3,577	277	-	-	-	-	-	-	-	-	-	-	-	-	-										
1928	13,917	10,561	13,917	10,561	126	1,988	4,059	4,115	273	-	-	-	-	-	-	-	-	-	-	-	-	-										
1929	13,959	10,908	13,959	10,908	121	1,822	4,073	4,634	268	-	-	-	-	-	-	-	-	-	-	-	-	-										
1930	14,015	11,244	14,015	11,244	124	1,672	4,072	5,133	243	-	-	-	-	-	-	-	-	-	-	-	-	-										
1931	14,000	11,685	14,000	11,685	101	1,430	4,147	5,794	213	-	-	-	-	-	-	-	-	-	-	-	-	-										
1932	13,947	12,547	13,947	12,547	107	1,164	4,482	6,045	189	-	-	-	-	-	-	-	-	-	-	-	-	-										
1933	13,705	13,562	13,562	12,240	145	2,773	4,250	6,350	180	-	-	-	-	-	-	-	-	-	-	-	-	-										
1934	14,787	13,281	13,911	12,516	-	2,132	3,557	6,656	181	-	-	-	-	-	-	-	-	-	-	-	-	-										
1935	14,787	13,342	13,937	12,565	-	2,181	3,560	6,650	174	-	-	-	-	-	-	-	-	-	-	-	-	-										
1936	14,769	13,430	13,963	12,668	-	2,198	3,443	6,756	159	-	-	-	-	-	-	-	-	-	-	-	-	-										
1937	14,801	13,462	13,921	12,652	-	2,243	3,348	6,833	152	-	-	-	-	-	-	-	-	-	-	-	-	-										
1938	14,822	13,530	14,011	12,719	216	2,065	3,291	6,924	148	75	-	-	-	-	-	-	-	-	-	-	-	-										
1939	14,862	13,549	14,043	12,730	165	2,093	3,300	6,951	142	74	-	-	-	-	-	-	-	-	-	-	-	-										
1940	14,854	13,568	14,074	12,748	62	2,136	3,295	7,034	140	81	-	-	-	-	-	-	-	-	-	-	-	-										
1941	14,952	13,584	14,127	12,759	40	2,167	3,276	7,060	134	82	-	-	-	-	-	-	-	-	-	-	-	-										
1942	14,952	13,584	14,127	12,759	40	2,167	3,276	7,060	134	82	-	-	-	-	-	-	-	-	-	-	-	-										
1943	14,961	13,595	14,136	12,770	31	2,140	3,459	6,936	122	82	-	-	-	-	-	-	-	-	-	-	-	-										
1944	14,970	13,599	14,145	12,774	30	2,116	3,654	6,781	107	82	-	-	-	-	-	-	-	-	-	-	-	-										
1945	15,072	13,652	14,198	12,778	32	2,105	3,890	6,572	97	82	-	-	-	-	-	-	-	-	-	-	-	-										
1946	15,093	13,628	14,259	12,782	27	2,022	4,028	6,635	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1947	15,136	13,660	14,266	12,786	5	2,066	4,061	6,603	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1948	15,144	13,716	14,268	12,804	12	2,016	4,061	6,603	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1949	15,156	13,757	14,286	12,882	8	2,047	4,061	6,603	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1950	15,222	13,816	14,338	12,934	4	2,066	4,061	6,603	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1951	15,222	13,816	14,338	12,934	4	2,066	4,061	6,603	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1952	15,265	13,859	14,379	12,975	4	2,066	4,061	6,603	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1953	15,075	13,938	14,398	12,938	6	2,066	4,061	6,603	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1954	12,964	12,964	12,964	12,964	254	4,288	3,531	3,959	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
1955	13,100	13,099	12,139	12,138	236	4,352	3,621	3,959	-	-	-	-	-	-	-	-	-	-	-	-	-	-										

TABLE SM-200  
SHEET 16 OF 25[illegible]



STATE HIGHWAY MILEAGE 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE SH-200  
SHEET 17 OF 25

YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS						SECONDARY ROADS UNDER STATE CONTROL						MUNICIPAL EXTENSIONS OF STATE SYSTEMS												
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	SURFACED MILEAGE CLASSIFIED BY TYPES 2/						SURFACED MILEAGE CLASSIFIED BY TYPES 2/						SURFACED MILEAGE CLASSIFIED BY TYPES 2/												
			TOTAL EXIST- ING	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER				
OHIO																											
1923	10,465	4,770	10,465	4,770	1,525	-	1,164	962	1,119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1924	10,466	4,770	10,466	4,770	1,525	-	1,164	962	1,119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1925	10,466	4,770	10,466	4,770	1,525	-	1,164	962	1,119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1926	10,466	4,770	10,466	4,770	1,525	-	1,164	962	1,119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1927	11,000	9,896	11,000	9,896	3,438	1,451	1,877	1,652	1,478	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1928	10,953	10,497	10,953	10,497	3,837	1,456	1,925	1,812	1,423	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1929	11,066	11,066	11,066	11,066	4,032	1,611	1,796	1,967	1,443	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1930	11,653	11,653	11,653	11,653	4,408	1,624	2,026	2,285	1,420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1931	11,759	11,759	11,759	11,759	4,457	1,727	2,117	2,411	1,507	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1932	11,759	11,759	11,759	11,759	4,457	1,727	2,117	2,411	1,507	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1933	11,845	11,788	11,845	11,788	4,423	1,661	2,232	2,721	1,459	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1934	14,330	14,232	12,204	12,134	1,409	4,032	2,441	2,808	1,454	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1935	14,330	14,232	12,204	12,134	1,409	4,032	2,441	2,808	1,454	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1936	16,508	16,508	14,593	14,398	2,918	5,419	2,648	2,883	1,432	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1937	17,895	17,895	15,681	15,551	3,436	5,419	2,500	2,756	1,201	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1938	18,536	18,381	16,223	16,068	3,436	5,735	2,648	2,761	1,174	234	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1939	18,453	18,453	16,301	16,151	3,544	6,147	2,505	2,616	1,105	234	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1940	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1941	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1942	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1943	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1944	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1945	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1946	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1947	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1948	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1949	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1950	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1951	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1952	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1953	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1954	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1955	18,592	18,592	16,284	16,284	3,486	6,486	3,540	2,572	999	231	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OKLAHOMA																											
1923	5,556	1,047	5,556	1,047	665	-	67	298	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1924	5,589	1,127	5,589	1,127	671	-	53	383	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1925	5,589	1,348	5,589	1,348	789	-	73	454	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1926	5,589	1,585	5,589	1,585	918	-	73	557	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1927	6,142	1,834	6,142	1,834	949	-	123	694	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1928	6,142	1,995	6,142	1,995	939	-	208	812	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1929	6,275	2,968	6,275	2,968	1,611	-	289	992	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1930	6,395	3,341	6,395	3,341	1,747	-	275	1,279	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1931	6,890	4,043	6,890	4,043	2,193	-	275	1,535	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1932	7,159	4,443	7,159	4,443	2,543	-	275	1,585	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1933	7,420	5,400	7,420	5,400	3,456	-	722	1,735	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1934	7,420	5,400	7,420	5,400	3,456	-	722	1,735	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1935	7,420	5,400	7,420	5,400	3,456	-	722	1,735	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1936	8,234	6,872	8,234	6,872	3,680	870	870	1,659	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1937	8,364	7,311	7,890	7,890	3,680	870	870	1,659	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1938	8,513	7,568	8,034	7,999	3,680	870	870	1,659	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1939	8,607	7,713	8,124	7,941	3,680	870	870	1,659	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1940	8,782	8,054	8,308	7,985	3,680	870	870	1,659	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1941	9,111	8,351	8,626	8,293	3,680	870	870	1,659	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1942	9,594	8,594	8,795	8,628	3,680	870	870	1,659	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1943	9,333	8,594	8,642	8,070	3,680	870	870	1,659	45	-	-	-	-	-	-												

# STATE HIGHWAY MILEAGE, 1923-1955

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YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS							SECONDARY ROADS UNDER STATE CONTROL							SURFACED MILEAGE CLASSIFIED BY TYPES 2/							SURFACED MILEAGE CLASSIFIED BY TYPES 2/						
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	TOTAL EXIST- ING	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABI- LIZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLOCK	OTHER							
																								SURFACED MILEAGE CLASSIFIED BY TYPES 2/						
OREGON																														
1923	4,340	2,695	4,340	1,763	-	694	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1924	4,463	2,827	4,463	1,949	-	694	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1925	4,447	3,009	4,447	2,114	-	695	209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1926	4,468	3,220	4,468	2,321	-	698	209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1927	4,333	3,410	4,333	2,506	-	696	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1928	4,368	3,490	4,368	2,483	-	799	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1929	4,381	3,543	4,381	2,480	-	847	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1930	4,352	3,604	4,352	2,380	-	1,008	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1931	4,468	3,765	4,468	2,382	-	1,155	228	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1932	4,574	3,846	4,574	2,355	-	1,298	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1933	4,791	5,601	4,791	4,137	1,359	248	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1934	4,795	5,627	4,795	4,139	1,342	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1935	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1936	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1937	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1938	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1939	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1940	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1941	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1942	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1943	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1944	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1945	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1946	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1947	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1948	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1949	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1950	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1951	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1952	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1953	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1954	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1955	4,795	5,663	4,795	4,140	1,325	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
PENNSYLVANIA																														
1923	10,718	6,305	10,718	709	2,644	742	1,818	392	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1924	10,779	6,955	10,779	742	2,644	821	1,818	375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1925	10,843	7,543	10,843	743	2,644	858	3,135	372	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1926	12,033	8,440	12,033	3,022	890	6,636	381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1927	12,167	8,827	12,167	3,225	910	4,029	370	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1928	13,330	9,166	13,330	2,272	930	4,068	383	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1929	13,337	9,527	13,337	2,329	918	4,475	370	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1930	13,501	10,044	13,501	2,365	892	5,018	368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1931	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1932	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1933	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1934	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1935	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1936	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1937	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1938	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1939	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1940	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1941	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1942	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1943	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1944	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1945	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1946	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1947	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1948	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1949	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1950	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1951	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1952	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1953	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1954	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
1955	13,563	10,993	13,563	2,669	877	5,125	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					



# STATE HIGHWAY MILEAGE, 1923-1955

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SHEET 19 OF 25

[illegible]

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SHEET 20 OF 23STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS							SECONDARY ROADS UNDER STATE CONTROL							MUNICIPAL EXTENSIONS OF STATE SYSTEMS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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\* THE MILEAGE REPORTED AS SECONDARY IN 1937 AND 1938 WERE DROPPED FROM STATE MAINTENANCE AND TRANSFERRED TO COUNTY JURISDICTION IN 1939.



STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE SH-200  
SHEET 21 OF 25

YEAR	STATE TOTALS			PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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\* PRIOR TO 1941 THE URBAN EXTENSIONS OF THE STATE SYSTEM WERE INCLUDED WITH PRIMARY ROADS. URBAN MILEAGES RECORDED IN YEARS 1934 TO 1940 ARE FOR CONNECTING STREETS NOT UNDER STATE CONTROL.

UTAH \*

\* SECONDARY STATE HIGHWAY SYSTEM, REPORTED AS 655 MILES IN 1934, COMBINED WITH PRIMARY STATE SYSTEM IN 1935.

STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE SH-200  
SHEET 22 OF 25

YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE SM-200  
SHEET 23 OF 25

YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS										SECONDARY ROADS UNDER STATE CONTROL										MUNICIPAL EXTENSIONS OF STATE SYSTEMS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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WASHINGTON

WEST VIRGINIA

STATE HIGHWAY MILEAGE, 1923-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

TABLE 33A-704  
SHEET 24 OF 25

YEAR	STATE TOTALS		PRIMARY STATE HIGHWAYS							SECONDARY ROADS UNDER STATE CONTROL							MUNICIPAL EXTENSIONS OF STATE SYSTEMS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	EXIST- ING MILE- AGE	SUR- FACED MILE- AGE	SURFACED MILEAGE CLASSIFIED BY TYPES 2/							SURFACED MILEAGE CLASSIFIED BY TYPES 2/							SURFACED MILEAGE CLASSIFIED BY TYPES 2/																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
			TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLACK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLACK	OTHER	TOTAL EXIST- ING	GRAVEL, STONE, AND STABIL- IZED SOIL	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORT- LAND CEMENT CON- CRETE	BRICK AND BLACK	OTHER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
1923	7,524	5,750	7,524	4,403	-	-	-	1,347	-	-	-	-	-	-	-	-	4,403	1,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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TABLE SM-200  
SHEET 25 OF 25

unsurfaced, and untreated gravel (treated gravel was included for the years 1925-1933 as the segregation of treated and untreated gravel was not available); low-type bituminous surface treated, mixed bituminous and untreated gravel (low-type bituminous surface treated and untreated bituminous were included for the years 1925-1933 as the segregation of treated and untreated bituminous was not available); block pavements (block pavements included for the years 1925-1933 as the segregation of treated and untreated block pavements was not available); concrete (concrete included for the years 1925-1933 as the segregation of treated and untreated concrete was not available); bituminous concrete, sheet asphalt, and bituminous concrete; brick and block inclusion vitrified brick and block pavements of asphalt, wood and stone; other inclusion dual-type (defined as a road surface which consists of two individual types, having an aggregate width of at least 8 feet, and a small amount of unclassified millage. After 1945 a negligible millage of brick and block surfaces are included with Portland cement concrete, and dual-type construction is classified with the Portland cement concrete type. Beginning in 1950, G and H surfaces were further segregated according to thickness of surface and load-carrying capacity, which caused a transfer of some millage between low-type and dual-type bituminous surfaces.

## Highway Statistics, Summary to 1955

## SUMMARY OF EXISTING DIVIDED MILEAGE ON STATE HIGHWAY SYSTEMS

1944-1955 1/

TABLE SM-211

YEAR	TOTAL MILEAGE OF DIVIDED HIGHWAYS	MILEAGE CLASSIFIED BY WIDTH IN FEET				CLASSIFIED BY SURFACE TYPES			
		UNDER 36	36 AND LESS THAN 45 2/	45 AND LESS THAN 55	55 AND OVER	D E	F & G OR F,G-1 H-1	H & I OR G-2,H-2 I	J K L M
PRIMARY SYSTEMS, RURAL									
1944	1,839	16	1,196	464	163	3	98	136	1,602
1945	1,867	82	1,215	439	131	3	106	147	1,611
1946	1,957	14	1,253	525	165	2	100	149	1,706
1947	2,093	14	1,304	595	180	17	110	170	1,796
1948	3/ 2,537	18	1,420	860	239	59	244	401	1,833
1949	2,743	20	1,525	946	252	51	330	488	1,874
1950	3,043	18	1,587	1,168	270	47	118	851	2,027
1951	3,448	14	1,529	1,596	309	53	121	1,098	2,176
1952	3,989	12	1,562	2,102	313	18	149	1,416	2,406
1953	4,621	26	866	3,351	378	21	174	1,698	2,728
1954	5,416	22	825	4,222	347	6	198	2,141	3,071
1955	6,332	20	819	5,493	(5/)	7	231	2,503	3,591
SECONDARY ROADS									
1944	78	2	27	41	8	1	13	18	46
1945	78	2	27	41	8	1	13	18	46
1946	81	2	28	43	8	1	14	19	47
1947	103	2	30	56	15	1	15	21	66
1948	3/ 13	4	4	4	1	1	2	4	6
1949	14	4	5	4	1	1	3	4	6
1950	14	4	5	4	1	1	3	4	6
1951	15	3	4	6	2	1	1	9	4
1952	21	4	8	7	2	-	3	11	7
1953	22	3	2	16	1	-	3	7	12
1954	25	5	2	16	2	-	4	7	14
1955	27	5	5	17	(5/)	-	4	8	15
MUNICIPAL EXTENSIONS									
1944	676	16	227	152	281	2	43	181	450
1945	826	21	240	186	379	3	36	221	566
1946	892	20	254	209	409	4	38	245	605
1947	981	22	272	244	443	2	59	279	641
1948	1,036	23	268	267	478	4	71	376	585
1949	1,095	23	268	296	508	2	87	398	608
1950	1,111	24	264	292	531	2	35	482	592
1951	1,374	17	311	433	613	2	37	577	758
1952	1,616	20	356	544	696	1	30	706	879
1953 4/	1,648	26	3/ 181	3/ 776	665	2	43	763	840
1954	2,101	29	208	1,001	863	3	51	1,030	1,017
1955	2,357	23	217	2,117	(5/)	3	57	1,156	1,141
GRAND TOTAL									
1944	2,593	34	1,450	657	452	6	154	335	2,098
1945	2,771	105	1,482	666	518	7	155	386	2,223
1946	2,930	36	1,535	777	582	7	152	413	2,358
1947	3,177	38	1,606	895	638	20	184	470	2,503
1948	3,586	45	1,692	1,131	718	64	317	781	2,424
1949	3,852	47	1,798	1,246	761	54	420	890	2,488
1950	4,168	46	1,856	1,464	802	50	156	1,337	2,625
1951	4,837	34	1,844	2,035	924	56	159	1,684	2,938
1952	5,626	36	1,926	2,653	1,011	19	182	2,133	3,292
1953 4/	6,291	55	1,049	4,143	1,044	23	220	2,468	3,580
1954	7,542	56	1,035	5,239	1,212	9	253	3,178	4,102
1955	8,716	48	1,041	7,627	(5/)	10	292	3,667	4,747

1/ Data not available prior to 1944.

2/ Beginning with 1953 this column includes only mileage 36 through 43 feet in width. The 44 foot width is now included with the next column.

3/ Divided mileage of secondary rural roads in California was consolidated with the State primary system in 1948.

4/ Does not include municipal extensions of the State system in New York.

5/ Included with surface widths 45 feet and less than 55 feet.





TABLE SMW-200  
SHEET 2 OF 3

STATE HIGHWAY MILEAGE, 1937-1955

SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

PRIMARY RURAL STATE SYSTEM			SECONDARY ROADS UNDER STATE CONTROL 2/										MUNICIPAL EXTENSIONS AND CONNECTING STREETS									
SURFACE TYPE	TOTAL EXIST- ING MILEAGE	TOTAL MILEAGE NOT CLASSI- FIED BY WIDTH	EXTRA LANE HIGHWAYS					MILEAGE NOT CLASSI- FIED BY WIDTH	EXTRA LANE HIGHWAYS					MILEAGE NOT CLASSI- FIED BY WIDTH	EXTRA LANE HIGHWAYS							
			TOTAL EXIST- ING MANS	LESS THAN 27 FEET	27 FEET AND LESS THAN 36 FEET	36 FEET AND LESS THAN 45 FEET	45 FEET AND LESS THAN 55 FEET		TOTAL EXIST- ING MANS	LESS THAN 27 FEET	27 FEET AND LESS THAN 36 FEET	36 FEET AND LESS THAN 45 FEET	45 FEET AND LESS THAN 55 FEET		TOTAL EXIST- ING MANS	LESS THAN 27 FEET	27 FEET AND LESS THAN 36 FEET	36 FEET AND LESS THAN 45 FEET	45 FEET AND LESS THAN 55 FEET			
<b>1944</b>																						
A.B.C.	91,457	22,944	22,944	22,944	4,355	3,918	448	17	2	61,779	-	61,779	-	61,779	-	61,779	-	61,779	-	61,779		
D.E.	138,210	1,069	1,069	1,069	48,301	4,749	48,301	17	2	82,334	-	82,334	-	82,334	-	82,334	-	82,334	-	82,334		
F.G.H.I.	235,951	5,879	5,879	5,879	173,268	12,864	173,268	17	2	47,322	-	47,322	-	47,322	-	47,322	-	47,322	-	47,322		
J.K.L.	97,840	2,384	2,384	2,384	75,139	5,542	75,139	17	2	1,969	-	1,969	-	1,969	-	1,969	-	1,969	-	1,969		
Unclas.	3,396	15	15	15	649	2,560	649	123	64	121	-	121	-	121	-	121	-	121	-	121		
Total	567,217	9,660	9,660	9,660	308,032	18,126	308,032	725	204	200,595	-	200,595	-	200,595	-	200,595	-	200,595	-	200,595		
<b>1945</b>																						
A.B.C.	92,225	22,873	22,873	22,873	48,301	4,749	48,301	17	2	61,779	-	61,779	-	61,779	-	61,779	-	61,779	-	61,779		
D.E.	138,210	1,069	1,069	1,069	48,301	4,749	48,301	17	2	82,334	-	82,334	-	82,334	-	82,334	-	82,334	-	82,334		
F.G.H.I.	235,951	5,879	5,879	5,879	173,268	12,864	173,268	17	2	47,322	-	47,322	-	47,322	-	47,322	-	47,322	-	47,322		
J.K.L.	97,840	2,384	2,384	2,384	75,139	5,542	75,139	17	2	1,969	-	1,969	-	1,969	-	1,969	-	1,969	-	1,969		
Unclas.	3,396	15	15	15	649	2,560	649	123	64	121	-	121	-	121	-	121	-	121	-	121		
Total	567,217	9,660	9,660	9,660	308,032	18,126	308,032	725	204	200,595	-	200,595	-	200,595	-	200,595	-	200,595	-	200,595		
<b>1946</b>																						
A.B.C.	92,225	22,873	22,873	22,873	48,301	4,749	48,301	17	2	61,779	-	61,779	-	61,779	-	61,779	-	61,779	-	61,779		
D.E.	138,210	1,069	1,069	1,069	48,301	4,749	48,301	17	2	82,334	-	82,334	-	82,334	-	82,334	-	82,334	-	82,334		
F.G.H.I.	235,951	5,879	5,879	5,879	173,268	12,864	173,268	17	2	47,322	-	47,322	-	47,322	-	47,322	-	47,322	-	47,322		
J.K.L.	97,840	2,384	2,384	2,384	75,139	5,542	75,139	17	2	1,969	-	1,969	-	1,969	-	1,969	-	1,969	-	1,969		
Unclas.	3,396	15	15	1																		



STATE HIGHWAY MILEAGE, 1937-1955  
SUMMARY OF MILEAGE OF STATE HIGHWAY SYSTEMS  
CLASSIFIED BY WIDTH AND TYPE OF SURFACE <sup>1/</sup>

TABLE SHM-200  
SHEET 3 OF 3

SURFACE TYPE 3/	TOTAL EXIST- ING MILEAGE	TOTAL MILEAGE LESS THAN 27 FEET IN WIDTH	PRIMARY RURAL STATE SYSTEM										SECONDARY ROADS UNDER STATE CONTROL 2/										MUNICIPAL EXTENSIONS AND CONNECTING STREETS											
			EXTRA LANE HIGHWAYS					EXTRA LANE HIGHWAYS					EXTRA LANE HIGHWAYS					EXTRA LANE HIGHWAYS					EXTRA LANE HIGHWAYS											
			TOTAL EXIST- ING	LESS THAN 27 FEET	27 FEET AND LESS THAN 36 FEET			TOTAL EXIST- ING	LESS THAN 27 FEET	27 FEET AND LESS THAN 36 FEET			TOTAL EXIST- ING	LESS THAN 27 FEET	27 FEET AND LESS THAN 36 FEET			TOTAL EXIST- ING	LESS THAN 27 FEET	27 FEET AND LESS THAN 36 FEET			TOTAL EXIST- ING	LESS THAN 27 FEET	27 FEET AND LESS THAN 36 FEET									
					55 FEET AND OVER	55 FEET	45 FEET			55 FEET AND OVER	55 FEET	45 FEET			55 FEET AND OVER	55 FEET	45 FEET			55 FEET AND OVER	55 FEET	45 FEET			55 FEET AND OVER	55 FEET	45 FEET	55 FEET AND OVER	55 FEET	45 FEET	55 FEET AND OVER	55 FEET	45 FEET	55 FEET AND OVER
1952																																		
A,B,C	54,503	54,503	9,960	9,960	2,341	122	-	43,856	43,856	2,356	195	-	-	687	1,217	1,044	173	126	-	28	-	9	-	10										
D,E	125,719	125,750	38,042	38,042	8,044	2,727	28	87,419	84,864	2,364	77	19	-	687	23,844	14,297	9,547	2,933	3,251	1,608	-	-	1,755											
F,G,H,I	351,755	335,517	248,794	248,794	6,044	2,687	303	85,117	84,777	2,654	16	8	-	687	12,049	6,043	6,006	1,500	2,513	954	-	-	1,039											
J,K,L	57,471	72,831	63,924	63,924	2,425	2,687	220	2,943	2,864	79	288	31	5	-	11,537	5,808	5,729	1,412	4,559	5,792	-	-	2,804											
Total	627,708	587,601	349,173	349,173	12,640	5,536	551	219,335	216,357	2,978	288	31	5	-	37,079	22,071	15,726	15,726	4,559	5,792	-	-	2,571											
1953																																		
A,B,C	46,086	46,086	7,873	7,873	2,772	292	-	37,545	37,545	1,248	78	1	-	668	1,165	1,015	150	114	-	19	-	9	-	8										
D,E	126,723	122,211	37,758	37,758	8,177	3,315	31	84,686	83,438	1,248	88	1	-	668	25,650	15,551	10,099	3,084	3,859	1,388	-	-	1,768											
F,G,H,I	376,307	352,720	247,937	247,937	6,177	2,876	414	89,553	89,232	1,248	18	8	-	668	5,808	5,808	5,729	1,412	2,571	797	-	-	949											
J,K,L	81,444	12,456	60,407	60,407	2,053	2,747	232	2,854	2,773	81	177	22	6	-	39,020	23,042	15,278	4,610	4,449	2,154	-	-	2,725											
Total	630,560	590,005	353,975	353,975	13,002	6,483	677	214,638	212,988	1,650	177	22	6	-	39,020	23,042	15,278	4,610	4,449	2,154	-	-	2,725											
1954																																		
A,B,C	43,412	43,412	6,908	6,908	2,379	181	-	35,890	35,890	1,615	88	1	-	614	1,615	1,586	112	86	-	14	-	4	-	8										
D,E	123,715	119,609	35,938	35,938	8,475	3,566	9	84,319	82,704	1,615	91	9	-	614	27,464	16,288	11,176	3,369	4,305	1,496	-	-	2,006											
F,G,H,I	393,140	367,539	256,686	256,686	6,296	2,747	429	94,944	94,565	1,615	54	19	-	614	11,714	5,662	6,052	1,451	2,136	878	-	-	987											
J,K,L	77,689	65,248	56,810	56,810	1,631	2,747	203	2,869	2,776	93	198	27	3	-	40,871	23,531	17,340	4,906	7,055	2,378	-	-	3,001											
Total	637,956	595,808	356,342	356,342	12,289	6,494	641	218,022	215,935	2,087	198	27	3	-	40,871	23,531	17,340	4,906	7,055	2,378	-	-	3,001											
1955																																		
A,B,C	41,707	41,707	6,303	6,303	2,049	221	-	34,848	34,848	1,938	133	2	-	556	1,033	933	100	73	-	4	-	4	-	6										
D,E	122,795	118,708	36,852	36,852	8,475	3,907	15	84,910	82,972	1,938	95	8	-	556	28,785	16,858	11,927	3,539	4,630	1,647	-	-	2,111											
F,G,H,I	410,942	382,938	265,918	265,918	6,296	2,744	549	94,944	94,565	1,938	24	16	-	556	11,538	5,515	6,023	1,405	2,611	955	-	-	1,032											
J,K,L	75,808	63,251	55,466	55,466	1,631	2,744	219	2,867	2,770	97	252	26	12	-	41,912	23,862	18,050	5,017	7,278	2,606	-	-	3,149											
Total	651,252	606,601	352,490	352,490	12,491	6,871	783	222,729	220,292	2,477	252	26	12	-	41,912	23,862	18,050	5,017	7,278	2,606	-	-	3,149											

1/ Compiled from reports of State authorities. Similar data are not available in such detail for years prior to 1937. For classification by width of mileage less than 27 feet see Table SNW-200-B.

2/ Includes mileage of county roads under State control in Alabama (6 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia.

3/ Types of surface indicated by symbols in these columns are as follows: A, B, primitive and unimproved; C, graded and drained; D, soil-surfaced; E, slag, gravel, and stone; F, bituminous surface treated; G, mixed bituminous; H, bituminous penetration; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; and L, block. Dual-type consists of two individual types, each with an aggregate width of at least 8 feet. After 1946 dual-type construction is classified according to the predominant type of surface.

<sup>1/</sup> Compiled from reports of State authorities. Similar data are not available in such detail for years prior to 1937. For classification by width of mileage less than 27 feet see Table SHM-200-B.

<sup>2/</sup> Includes mileage of county roads under State control in Alabama (6 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia.

<sup>3/</sup> Types of surface indicated by symbols in these columns are as follows: A, B, Primitive and

unimproved; C, graded and drained; D, soil-surfaced; E, slag, gravel, and stone; F, bituminous surface treated; G, fixed bituminous; H, bituminous penetration; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; and L, block. Dual-type consists of two individual types, each with an aggregate width of at least 8 feet. After 1946 dual-type construction is classified according to the predominant type of surface.

STATE HIGHWAY MILEAGE, 1937-1955

SUMMARY OF STATE HIGHWAY SYSTEM MILEAGE LESS THAN 27 FEET WIDE  
CLASSIFIED BY WIDTH AND TYPE OF SURFACE

TABLE SMW-200-B  
SHEET 1 OF 3

[illegible]



STATE HIGHWAY MILEAGE, 1937-1955  
SUMMARY OF STATE HIGHWAY SYSTEM MILEAGE LESS THAN 27 FEET WIDE  
CLASSIFIED BY WIDTH AND TYPE OF SURFACE

TABLE 3M-200-B  
SHEET 2 OF 3

SURFACE TYPE	PRIMARY RURAL STATE SYSTEM (MILEAGE LESS THAN 27 FEET IN WIDTH)						SECONDARY ROADS UNDER STATE CONTROL 2/ (MILEAGE LESS THAN 27 FEET IN WIDTH)						MUNICIPAL EXTENSIONS AND CONNECTING STREETS (MILEAGE LESS THAN 27 FEET IN WIDTH)						
	TOTAL	17 FEET AND LESS THAN 20 FEET	18 FEET AND LESS THAN 20 FEET	20 FEET AND LESS THAN 22 FEET	22 FEET AND LESS THAN 24 FEET	24 FEET AND LESS THAN 27 FEET	TOTAL	17 FEET AND LESS THAN 20 FEET	18 FEET AND LESS THAN 20 FEET	20 FEET AND LESS THAN 22 FEET	22 FEET AND LESS THAN 24 FEET	24 FEET AND LESS THAN 27 FEET	TOTAL	17 FEET AND LESS THAN 20 FEET	18 FEET AND LESS THAN 20 FEET	20 FEET AND LESS THAN 22 FEET	22 FEET AND LESS THAN 24 FEET	24 FEET AND LESS THAN 27 FEET	
1944																			
Nonsurfaced 3/ Soil-surfaced and gravel	91,487	22,944	22,944	12,735	11,929	3,242	67,779	67,779	9,679	4,802	1,669	11,581	764	764	422	375	331	131	533
Bituminous 4/ Portland cement concrete, brick and block	130,518	48,301	48,301	43,316	59,173	19,104	80,425	80,425	9,146	5,810	1,152	903	1,792	1,792	1,051	2,151	2,567	638	1,955
Dual-type 5/ Total	228,005	161,789	161,789	35,602	71,102	22,346	148,204	148,204	18,825	11,622	2,821	1,884	2,556	2,556	2,202	4,302	5,138	1,769	3,908
1945																			
Nonsurfaced 3/ Soil-surfaced and gravel	92,225	22,873	22,873	12,672	12,610	3,306	68,558	68,558	9,713	4,895	1,684	11,741	794	794	412	339	347	124	518
Bituminous 4/ Portland cement concrete, brick and block	131,763	49,222	49,222	46,035	63,005	20,877	80,801	80,801	9,323	5,919	1,295	889	9,252	9,252	2,302	2,302	2,956	959	1,957
Dual-type 5/ Total	223,988	172,095	172,095	38,707	75,615	23,183	149,359	149,359	19,036	10,834	2,979	1,730	18,204	18,204	4,604	4,604	5,912	1,913	3,915
1946																			
Nonsurfaced 3/ Soil-surfaced and gravel	92,584	24,116	24,116	12,207	12,433	3,246	67,633	67,633	9,924	4,925	1,688	11,767	835	835	342	342	343	123	496
Bituminous 4/ Portland cement concrete, brick and block	130,563	47,822	47,822	44,223	63,005	22,100	81,601	81,601	10,051	6,390	1,270	1,077	10,020	10,020	2,376	2,376	3,066	1,016	2,950
Dual-type 5/ Total	223,147	71,938	71,938	36,430	75,438	23,046	149,064	149,064	20,075	12,725	2,958	1,286	18,040	18,040	4,748	4,748	6,132	2,032	5,900
1947																			
Nonsurfaced 3/ Soil-surfaced and gravel	83,182	15,447	15,447	11,806	11,668	3,315	67,011	67,011	9,979	5,280	1,623	11,637	724	724	330	330	337	124	496
Bituminous 4/ Portland cement concrete, brick and block	130,132	44,777	44,777	49,062	67,433	23,682	81,735	81,735	11,433	7,979	1,543	1,686	10,479	10,479	2,465	2,465	3,236	1,114	2,236
Dual-type 5/ Total	213,314	60,224	60,224	60,868	79,101	27,097	148,746	148,746	21,412	13,259	3,166	13,324	19,203	19,203	4,805	4,805	6,572	2,228	4,472
1948																			
Nonsurfaced 3/ Soil-surfaced and gravel	81,094	14,459	14,459	11,610	11,491	3,398	65,845	65,845	9,340	4,744	1,535	11,622	790	790	296	296	318	113	457
Bituminous 4/ Portland cement concrete, brick and block	127,111	44,550	44,550	49,062	67,433	23,682	81,046	81,046	10,487	6,986	1,310	1,773	11,238	11,238	2,555	2,555	3,450	1,265	2,318
Dual-type 5/ Total	208,205	59,009	59,009	60,672	78,922	27,080	146,891	146,891	19,827	11,730	2,845	13,428	19,013	19,013	5,141	5,141	6,868	2,478	4,676
1949																			
Nonsurfaced 3/ Soil-surfaced and gravel	74,305	13,192	13,192	12,448	11,291	3,594	60,289	60,289	9,284	9,093	1,450	4,473	824	824	262	262	286	108	444
Bituminous 4/ Portland cement concrete, brick and block	127,484	44,032	44,032	49,062	67,433	23,682	82,089	82,089	12,077	8,922	1,310	518	11,812	11,812	2,641	2,641	3,645	1,432	2,449
Dual-type 5/ Total	201,789	57,224	57,224	61,510	78,722	27,276	142,378	142,378	21,361	18,015	2,760	5,091	20,636	20,636	5,303	5,303	6,490	2,540	4,893
1950																			
Nonsurfaced 3/ Soil-surfaced and gravel	66,157	12,007	12,007	11,272	11,023	3,516	53,686	53,686	8,384	8,603	1,709	5,021	764	764	236	236	255	101	395
Bituminous 4/ Portland cement concrete, brick and block	126,894	42,590	42,590	49,062	67,433	23,682	80,272	80,272	16,695	10,510	1,609	555	12,650	12,650	2,874	2,874	3,994	1,552	2,620
Dual-type 5/ Total	193,051	54,597	54,597	60,334	78,455	27,108	133,958	133,958	25,079	19,113	3,318	5,576	20,414	20,414	5,250	5,250	6,988	2,604	5,215

## STATE HIGHWAY MILEAGE, 1937-1955

SUMMARY OF STATE HIGHWAY SYSTEM MILEAGE LESS THAN 27 FEET WIDE  
CLASSIFIED BY WIDTH AND TYPE OF SURFACETABLE SHM-200-B  
SHEET 3 OF 3

SURFACE TYPE	PRIMARY RURAL STATE SYSTEM (MILEAGE LESS THAN 27 FEET IN WIDTH)				SECONDARY ROADS UNDER STATE CONTROL 2/ (MILEAGE LESS THAN 27 FEET IN WIDTH)				MUNICIPAL EXTENSIONS AND CONNECTING STREETS (MILEAGE LESS THAN 27 FEET IN WIDTH)									
	TOTAL	17 FEET AND UNDER	18 FEET AND LESS THAN 20 FEET	20 FEET AND LESS THAN 22 FEET	22 FEET AND LESS THAN 24 FEET	24 FEET AND LESS THAN 27 FEET	TOTAL	17 FEET AND UNDER	18 FEET AND LESS THAN 20 FEET	20 FEET AND LESS THAN 22 FEET	22 FEET AND LESS THAN 24 FEET	24 FEET AND LESS THAN 27 FEET	TOTAL	17 FEET AND UNDER	18 FEET AND LESS THAN 20 FEET	20 FEET AND LESS THAN 22 FEET	22 FEET AND LESS THAN 24 FEET	24 FEET AND LESS THAN 27 FEET
1951																		
Unsurfaced 3/ Soil-surfaced and gravel	62,124	11,071	10,378	10,779	3,568	7,324	50,344	50,344	10,599	9,377	1,950	5,977	709	709	206	314	88	219
Bituminous 4/ Portland cement concrete, brick and block	176,621	40,945	53,367	60,207	36,351	7,324	56,269	56,269	20,208	12,299	1,901	1,216	1,104	1,652	3,034	4,471	1,824	2,036
Total	248,745	52,016	63,745	71,986	40,919	14,648	106,613	106,613	30,807	22,676	3,851	7,293	12,213	2,304	6,068	8,425	2,647	4,155
1952																		
Unsurfaced 3/ Soil-surfaced and gravel	54,503	9,960	9,187	9,924	3,413	6,998	43,856	43,856	10,144	9,170	2,466	6,519	687	687	171	304	100	210
Bituminous 4/ Portland cement concrete, brick and block	124,750	38,842	50,432	60,727	39,412	37,360	84,773	84,773	23,311	13,767	2,203	1,300	1,044	1,679	3,194	4,610	1,980	2,834
Total	179,253	48,802	60,619	70,651	42,825	44,358	100,821	100,821	33,455	22,937	4,669	7,819	16,131	2,366	6,388	8,614	2,980	5,644
1953																		
Unsurfaced 3/ Soil-surfaced and gravel	46,086	7,873	7,951	9,817	5,756	4,833	37,545	37,545	9,985	8,830	2,468	5,401	668	668	147	283	117	153
Bituminous 4/ Portland cement concrete, brick and block	122,211	37,758	61,679	83,255	44,644	39,962	56,754	56,754	23,908	14,036	1,776	1,450	1,015	1,768	3,437	4,995	2,318	3,033
Total	168,297	45,631	69,630	93,072	50,400	44,795	94,300	94,300	33,893	22,866	4,244	6,851	15,551	2,436	6,423	9,713	4,636	6,066
1954																		
Unsurfaced 3/ Soil-surfaced and gravel	43,412	6,908	7,138	9,418	5,398	4,589	35,890	35,890	8,166	10,290	2,768	5,881	614	614	135	278	96	139
Bituminous 4/ Portland cement concrete, brick and block	119,609	35,938	62,183	85,291	46,975	44,742	55,599	55,599	25,695	15,810	2,033	1,758	967	1,674	3,469	5,221	2,461	3,463
Total	163,021	42,846	69,321	94,709	52,373	49,331	91,489	91,489	33,861	26,100	4,801	7,639	16,288	2,348	6,934	10,710	4,957	6,892
1955																		
Unsurfaced 3/ Soil-surfaced and gravel	41,707	6,303	7,762	8,944	5,258	3,974	34,848	34,848	12,283	10,668	2,670	5,985	556	556	154	256	96	125
Bituminous 4/ Portland cement concrete, brick and block	118,708	34,803	61,560	88,625	48,814	49,654	51,366	51,366	31,606	17,912	2,949	1,478	933	1,691	3,483	5,332	2,568	3,784
Total	160,415	41,106	69,322	97,569	54,072	53,628	86,214	86,214	44,889	28,580	5,619	7,463	16,881	2,347	6,967	10,642	5,524	7,569

1/ Compiled from reports of State authorities. Data are not available for years prior to 1937.

2/ Includes mileage of county roads under State control in Alabama (6 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia.

3/ Includes primitive, unimproved, and graded and drained.

4/ Includes bituminous surface-treated, mixed bituminous, bituminous penetration, bituminous concrete, and sheet asphalt surfaces.

5/ A dual-type road is defined as a road the surfaces of which consist of two individual types, each of which has an aggregate width of 8 feet. After 1946 dual-type construction is classified according to the predominant surface type.

1/ Compiled from reports of State authorities. Data are not available for years prior to 1937.

2/ Includes mileage of county roads under State control in Alabama (6 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia.

3/ Includes primitive, unimproved, and graded and drained.

4/ Includes bituminous surface-treated, mixed bituminous, bituminous penetration, bituminous concrete, and sheet asphalt surfaces.

5/ A dual-type road is defined as a road the surfaces of which consist of two individual types, each of which has an aggregate width of 8 feet. After 1946 dual-type construction is classified according to the predominant surface type.



# FEDERAL AID

In response to public demand for better roads, the Congress authorized \$500,000 in 1912 for an experimental program of rural post-road construction. The Federal-aid Road Act of 1916 established on a continuing basis the present cooperative Federal-State highway program. In order to accelerate the improvement of the main traveled roads, Congress in 1921 authorized designation of a system of principal interstate and intercounty roads, limited to 7 percent of the total rural mileage then existing. The use of Federal aid was restricted to this system, and to rural mileage only.

Urban highway improvement first came in for its share of the Federal-State program when the Federal-aid Highway Act of 1944 specifically authorized the use of funds for Federal-aid highways in urban areas. In addition, the act provided for the designation of a Federal-aid secondary system and a National System of Interstate Highways. The Federal-aid Highway Act of 1956 provided substantially increased sums for the Federal-aid primary and secondary systems for a 3-year period, and established a long-range plan for financing accelerated completion of the 41,000-mile Interstate System.

Authorizations of major Federal highway funds since 1917 are given on page 143.

Federal funds are available for expenditure only on the designated Federal-aid systems and, in general, must be matched by an equal amount of State funds. However, under the Federal-aid Act of 1954 the Federal share for the Interstate System was raised to 60 percent, and under the 1956 Act the proportion was increased to 90 percent. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

Federal authorizations have usually been made on a biennial basis and apportioned among the States for use within a 3-year period. The apportionments provided by the Federal-aid Highway Act of 1944 and acts of subsequent years, together with the State matching requirements, are shown on page 144. The State funds shown in this table are based on legal matching ratios determined by applicable Federal-aid acts. In States having public lands in excess of 5 percent of their total

area, the Federal share is proportionally increased.

Mileages of Federal-aid projects completed, together with their corresponding costs, are shown on page 149. While there has been a steady increase in the annual mileage of highways completed, the rate of increase in highway costs has been much greater. Rising prices and higher design standards have accounted for the increase in construction costs.

Average hourly wage rates on Federal-aid projects for the years 1940-55 are reported on page 150. The rates are based on the payroll figures submitted by private contractors and do not include any public employees connected with highway work. During the period, skilled wages have increased 154 percent; unskilled wages, 280 percent.

Table FM-210 shows the mileage of the approved Federal-aid systems. All Federal-aid mileage overlaps State or local highway systems; thus it is also included in the tables of the previous section.

## FEDERAL TAXES

Prior to 1956, the Federal excise taxes on motor vehicles, motor fuel, and other products closely associated with the use of motor vehicles were considered to be general excises, having no legal connection with Federal aid for highways. However, in enacting the Federal-aid Highway Act of 1956 and its companion legislation, the Highway Revenue Act of 1956, Congress abandoned a historic policy.

That policy, of placing revenues from excise taxes on automotive products into the Federal general funds and making appropriations for highways from these general funds, was replaced by a policy of assigning the revenues from specific taxes on highway fuels and automotive products to a segregated highway trust fund to be available for highway appropriations only.

The total revenues from Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table E-5. (None of the revenues under the Highway Revenue Act of 1956 are included.) The total revenues from the Federal excise taxes on motor vehicles, tires, tubes, and accessories, and the estimated portions paid by highway users, are given in table E-6. Federal excise tax rates, together with their history, are shown in table E-101.

## FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR VEHICLE USE 1/

TABLE E-5

Summary by Years

Calendar Year	Total Amount Collected by Bureau of Internal Revenue 2/					Estimates of Portions Paid by Highway Users 3/				
	Motor Fuel			Lubricating Oil	Motor-vehicle Use Tax	Total	Motor Fuel		Lubricating Oil	Motor-vehicle Use Tax
	Gasoline	Highway Special Fuel	Total				Gasoline	Highway Special Fuel		
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1919	-	-	-	-	2,066	2,066	-	-	-	2,066
1920	-	-	-	-	1,807	1,807	-	-	-	1,807
1921	-	-	-	-	1,796	1,796	-	-	-	1,796
1922	-	-	-	-	1,845	1,845	-	-	-	1,845
1923	-	-	-	-	2,088	2,088	-	-	-	2,088
1924	-	-	-	-	1,894	1,894	-	-	-	1,894
1925	-	-	-	-	1,871	1,871	-	-	-	1,871
1926	-	-	-	-	176	176	-	-	-	176
1932	62,840	-	62,840	7,067	69,907	69,907	56,870	-	4,099	-
1933	181,126	-	181,126	22,290	203,416	203,416	163,919	-	12,928	-
1934	170,109	-	170,109	24,844	194,953	194,953	153,949	-	14,409	-
1935	172,262	-	172,262	28,819	201,081	201,081	155,898	-	16,715	-
1936	186,542	-	186,542	28,986	215,528	215,528	168,820	-	16,812	-
1937	203,025	-	203,025	33,681	236,706	236,706	183,738	-	19,535	-
1938	200,881	-	200,881	30,495	231,376	231,376	181,797	-	17,887	-
1939	215,217	-	215,217	29,837	245,054	245,054	198,410	-	17,306	-
1940	281,654	-	281,654	34,420	316,074	316,074	258,632	-	19,965	-
1941	371,136	-	371,136	43,852	414,988	414,988	341,187	-	25,434	-
1942	336,685	-	336,685	41,176	380,119	380,119	300,317	-	23,882	210,158
1943	265,303	-	265,303	49,211	314,514	314,514	228,453	-	22,845	134,619
1944	328,598	-	328,598	66,283	394,881	394,881	236,587	-	24,645	128,054
1945	424,585	-	424,585	96,998	521,583	521,583	275,745	-	26,719	124,501
1946	413,953	-	413,953	73,442	487,395	487,395	369,346	-	34,199	849
1947	455,350	-	455,350	78,649	533,999	533,999	400,031	-	35,090	2
1948	498,363	-	498,363	81,884	580,247	580,247	431,778	-	35,982	-
1949	506,916	-	506,916	77,464	584,380	584,380	459,856	-	38,321	-
1950	568,339	-	568,339	74,859	643,198	643,198	509,466	-	42,163	-
1951	618,016	180	618,196	75,841	694,037	694,037	552,136	180	45,108	-
1952	870,214	14,683	884,897	73,613	958,510	958,510	786,072	14,683	48,045	-
1953 4/	821,511	15,733	837,244	68,748	905,992	905,992	760,411	15,733	45,625	-
1954	921,168	23,219	944,387	71,725	1,016,112	1,016,112	850,197	23,219	43,671	-
1955	998,657	24,523	1,023,180	71,804	1,094,984	1,094,984	917,798	24,523	47,116	-

1/ Tax bases, rates, and effective dates are given in Table E-101.

2/ Since June 1, 1944 the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.

3/ Estimated by Bureau of Public Roads.

4/ Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.



# FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS

TABLE E-6

Federal Aid

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Summary by Years

Calendar Year	Total Amount Collected by Bureau of Internal Revenue 2/					Estimates of Portions Paid by Highway Users 3/				
	Automobiles and Motorcycles	Trucks, Buses, and Trailers	Parts and Accessories	Tires and Tubes	Total	Automobiles and Motorcycles	Trucks, Buses, and Trailers	Parts and Accessories	Tires and Tubes	Total
1917	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1918	-	-	-	-	5,276	-	-	-	-	5,276
1919	-	-	-	-	45,564	-	-	-	-	45,564
1920	-	-	-	-	89,592	-	-	-	-	89,592
1921	-	-	-	-	149,194	-	-	-	-	149,194
1922	-	-	-	-	99,967	-	-	-	-	99,967
1923	-	-	-	-	114,793	-	-	-	-	114,793
1924	-	-	-	-	155,797	-	-	-	-	155,797
1925	-	-	-	-	139,201	-	-	-	-	139,201
1926	-	-	-	-	143,431	-	-	-	-	143,431
1927	-	-	-	-	96,256	-	-	-	-	96,256
1928	-	-	-	-	60,504	-	-	-	-	60,504
1929	-	-	-	-	28,222	-	-	-	-	28,222
1930	4,222	720	1,900	7,545	14,387	4,222	720	1,900	7,545	14,387
1931	22,476	3,047	4,443	23,836	53,802	22,476	3,047	4,443	23,836	53,802
1932	31,534	5,261	5,886	24,704	67,385	31,534	5,261	5,886	24,704	67,385
1933	42,263	6,674	7,019	28,102	84,058	42,263	6,674	7,019	28,102	84,058
1934	56,476	8,044	8,748	38,242	111,510	56,476	8,044	8,748	38,242	111,510
1935	64,722	8,812	9,620	40,088	123,242	64,722	8,812	9,620	40,088	123,242
1936	29,405	5,230	7,068	26,772	68,475	29,405	5,230	7,068	26,772	68,475
1937	51,063	7,145	8,957	41,131	108,296	51,063	7,145	8,957	41,131	108,296
1938	71,275	9,285	12,147	45,091	137,798	71,275	9,285	12,147	45,091	137,798
1939	101,464	14,253	18,562	71,858	206,137	101,464	14,253	18,562	71,858	206,137
1940	26,890	13,329	26,121	25,357	91,697	26,890	13,329	26,121	25,357	91,697
1941	1,087	1,798	25,064	31,948	59,897	1,087	1,798	25,064	31,948	59,897
1942	1,560	10,120	38,776	54,250	104,706	1,560	10,120	38,776	54,250	104,706
1943	4,665	32,874	61,055	88,185	186,779	4,665	32,874	61,055	88,185	186,779
1944	111,921	42,719	81,245	159,128	395,013	111,921	42,719	81,245	159,128	395,013
1945	244,914	75,506	117,103	171,156	608,679	244,914	75,506	117,103	171,156	608,679
1946	275,456	135,608	129,028	158,944	699,036	275,456	135,608	129,028	158,944	699,036
1947	448,875	114,532	98,323	146,308	808,038	448,875	114,532	98,323	146,308	808,038
1948	562,752	117,200	101,128	183,676	964,756	562,752	117,200	101,128	183,676	964,756
1949	579,203	126,335	127,585	172,614	1,005,737	579,203	126,335	127,585	172,614	1,005,737
1950	601,852	187,837	187,357	164,510	1,141,556	601,852	187,837	187,357	164,510	1,141,556
1951	905,602	187,773	150,711	169,993	1,414,079	905,602	187,773	150,711	169,993	1,414,079
1952	881,497	138,733	142,309	155,750	1,318,289	881,497	138,733	142,309	155,750	1,318,289
1953	1,293,828	158,846	141,964	177,286	1,771,924	1,293,828	158,846	141,964	177,286	1,771,924
1954										
1955										

1/ Tax bases, rates, and effective dates are given in Table E-101.

2/ Since June 1, 1944 the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.

3/ Estimated by Bureau of Public Roads.

4/ Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

## FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE E-101

MANUFACTURERS EXCISE TAXES																									MOTOR-VEHICLE USE TAXES				
EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MOTOR VEHICLES AND PARTS												TUBES 4/	TIRES 4/	PARTS AND ACCESSORIES (PERCENT OF MANUFACTURER'S SALES PRICE)	TRAILERS (PERCENT OF MANUFACTURER'S SALES PRICE)	TRUCKS (PERCENT OF MANUFACTURER'S SALES PRICE)	BUSES (PERCENT OF MANUFACTURER'S SALES PRICE)	MOTORCYCLES (PERCENT OF MANUFACTURER'S SALES PRICE)	AUTOMOBILES (PERCENT OF MANUFACTURER'S SALES PRICE)	LUBRICATING OIL 3/ (CENTS PER GALLON)	SPECIAL FUELS 2/ (CENTS PER GALLON)	GASOLINE 1/ (CENTS PER GALLON)	TREAD RUBBER (CAMELBACK) 5/ (CENTS PER POUND)					
October 4, 1917	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Automobiles for hire \$10 for 7-passenger or less, \$20 for over 7
January 1, 1919	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
February 25, 1919	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
July 3, 1924	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
February 26, 1926	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
March 29, 1926	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
June 30, 1926	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
May 29, 1928	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
June 21, 1932	1 cent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
June 17, 1933	1-1/2 cents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
January 1, 1934	1 cent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
July 1, 1940	1-1/2 cents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
October 1, 1941	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
February 1, 1942	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
November 1, 1942	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
June 30, 1946	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
November 1, 1951	2 cents	2 cents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
September 1, 1955	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
July 1, 1956	3 cents	3 cents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Existing rates, July 1, 1956	3 cents	3 cents	6 cents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

1/ The 3-cent gasoline tax applies to all gallonage imported or produced. The entire tax became refundable for fuel used for farming Jan. 1, 1956; and the additional one cent levied July 1, 1956 is refundable for non-highway uses, and for use by local transit systems.

2/ The 3-cent tax applies to all special fuels (diesel, butane, propane, etc.,) used in highway vehicles. Special fuel used by local transit systems, and that used in motor boats and airplanes is taxed at 2 cents a gallon.

3/ The tax applies to all lubricating oil, regardless of use.

4/ Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a cents-per-pound basis, but applicable to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys exempted effective November 1, 1951. The additional 3 cents a pound, effective July 1, 1956, applies to tires for highway vehicles only.

5/ Applies to use for tires "of the type used on highway vehicles".

6/ The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds 26,000 pounds. Buses used in local transit service are exempt.

<sup>1/</sup> The 3-cent gasoline tax applies to all gasoline imported or produced. The entire tax became refundable for fuel used for farming Jan. 1, 1956; and the additional one cent levied July 1, 1956 is refundable for non-highway uses, and for use by local transit systems.

<sup>2/</sup> The 3-cent tax applies to all special fuels (diesel, butane, propane, etc.), used in highway vehicles. Special fuel used by local transit systems, and that used in motor boats and airplanes is taxed at 2 cents a gallon.

<sup>3/</sup> The tax applies to all lubricating oil, regardless of use.

<sup>4/</sup> Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a cents-per-pound basis, but applicable to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys exempted effective November 1, 1951. The additional 3 cents a pound, effective July 1, 1956, applies to tires for highway vehicles only.

<sup>5/</sup> Applies to use for tires "of the type used on highway vehicles".

<sup>6/</sup> The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds 26,000 pounds. Buses used in local transit service are exempt.



**AUTHORIZATIONS OF MAJOR HIGHWAY FUNDS ADMINISTERED BY THE BUREAU  
OF PUBLIC ROADS AS OF DECEMBER 31, 1956**

(IN THOUSANDS OF DOLLARS)

FISCAL YEAR	FEDERAL-AID						PUBLIC WORKS	DEFENSE HIGHWAYS	FOREST HIGHWAYS 1/ 2/	PUBLIC LANDS
	PRIMARY	SECONDARY	GRADE- CROSSING	URBAN	INTER- STATE	TOTAL				
1917	\$5,000					\$5,000			\$1,000	
1918	10,000					10,000			1,000	
1919	65,000					65,000			4,000	
1920	95,000					95,000			4,000	
1921	100,000					100,000			4,000	
1922	75,000					75,000			3,500	
1923	50,000					50,000			8,000	
1924	65,000					65,000			4,500	
1925	75,000					75,000			4,500	
1926	75,000					75,000			5,500	
1927	75,000					75,000			4,500	
1928	75,000					75,000			4,500	
1929	75,000					75,000			4,500	
1930	155,000					155,000			4,500	
1931	125,000					125,000			12,500	\$3,000
1932	245,000					245,000			9,500	
1933	125,000					125,000	\$400,000		14,500	2,000
1934							200,000		14,600	5,000
1935							400,000		7,000	2,500
1936	125,000					125,000			7,000	2,500
1937	125,000					125,000			7,000	
1938	125,000	\$25,000	\$50,000			200,000			9,333	2,500
1939	125,000	25,000	50,000			200,000			9,333	2,500
1940	100,000	15,000	20,000			135,000			6,667	1,000
1941	115,000	15,000	30,000			160,000			8,667	2,000
1942	100,000	17,500	20,000			137,500		\$210,000	7,000	1,500
1943	100,000	17,500	20,000			137,500		110,000	7,000	1,500
1944								30,000		
1945										
1946	225,000	150,000		\$125,000		500,000			25,000	
1947	225,000	150,000		125,000		500,000			25,000	
1948	225,000	150,000		125,000		500,000				
1949										
1950	202,500	135,000		112,500		450,000			20,000	
1951	202,500	135,000		112,500		450,000		10,000	20,000	5,000
1952	225,000	150,000		125,000		500,000		85,000	20,000	5,000
1953	225,000	150,000		125,000		500,000			20,000	
1954	247,500	165,000		137,500	\$25,000	575,000			2/ 6,600	2,500
1955	247,500	165,000		137,500	25,000	575,000			22,500	2,500
1956	315,000	210,000		175,000	175,000	875,000			22,500	1,000
1957	371,250	247,500		206,250	1,175,000	2,000,000			22,500	3,000
1958	382,500	255,000		212,500	1,700,000	2,550,000			30,000	2,000
1959	393,750	262,500		218,750	2,000,000	2,875,000			30,000	2,000
1960					2,200,000	2,200,000				
1961					2,200,000	2,200,000				
1962					2,200,000	2,200,000				
1963					2,200,000	2,200,000				
1964					2,200,000	2,200,000				
1965					2,200,000	2,200,000				
1966					2,200,000	2,200,000				
1967					2,200,000	2,200,000				
1968					1,500,000	1,500,000				
1969					1,025,000	1,025,000				

1/ Forest highway funds administered in cooperation with Forest Service, Department of Agriculture.

2/ Reduced from \$22,500,000 by Department of Commerce Appropriation Act for 1956.

FEDERAL-AID FUNDS APPORTIONED AND REQUIRED STATE MATCHING FUNDS, FISCAL YEARS, 1946-1958

SHEET 1 OF 3

	1944 ACT FUNDS						1948 ACT FUNDS						1950 ACT FUNDS						1952 ACT FUNDS					
	1944			1948			1950			1952			1954			1956			1958					
	1944		STATE FUNDS	1948		STATE FUNDS	1950		STATE FUNDS	1952		STATE FUNDS	1954		STATE FUNDS	1956		STATE FUNDS	1958		STATE FUNDS			
	FEDERAL FUNDS	STATE FUNDS		FEDERAL FUNDS	STATE FUNDS		FEDERAL FUNDS	STATE FUNDS		FEDERAL FUNDS	STATE FUNDS		FEDERAL FUNDS	STATE FUNDS		FEDERAL FUNDS	STATE FUNDS							
	PRIMARY, SECONDARY AND URSUAH	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS			
Alabama	9,748	9,748	9,765	9,655	8,740	8,768	8,768	9,876	9,876	11,020	11,020	11,020	532	532	11,552	11,552	11,552	532	532	11,552				
Arizona	5,728	2,297	5,743	5,673	2,082	5,113	2,022	2,353	2,353	6,663	6,663	6,663	372	372	7,035	7,035	7,035	372	372	7,035				
Arkansas	7,516	7,516	7,540	7,448	6,700	7,351	7,268	7,268	7,268	8,070	8,070	8,070	414	414	8,484	8,484	8,484	414	414	8,484				
California	22,303	15,999	22,303	22,007	15,833	14,871	14,895	26,366	26,366	29,012	29,012	29,012	1,154	824	30,166	30,166	30,166	1,154	824	30,166				
Colorado	7,692	5,872	7,692	7,598	6,825	6,811	6,811	7,705	7,705	8,458	8,458	8,458	448	448	8,906	8,906	8,906	448	448	8,906				
Connecticut	4,769	4,769	4,769	4,706	4,238	4,242	4,242	4,507	4,507	4,971	4,971	4,971	161	161	5,132	5,132	5,132	161	161	5,132				
Delaware	2,032	2,032	2,032	2,006	1,806	1,806	1,806	2,069	2,069	2,276	2,276	2,276	121	121	2,397	2,397	2,397	121	121	2,397				
Florida	7,004	7,004	7,003	6,913	6,254	6,254	6,254	8,053	8,053	8,860	8,860	8,860	397	397	9,259	9,259	9,259	397	397	9,259				
Georgia	11,581	11,581	11,575	11,425	10,302	10,288	10,288	11,537	11,537	12,643	12,643	12,643	618	618	13,261	13,261	13,261	618	618	13,261				
Idaho	4,946	2,944	4,967	4,888	4,400	4,389	4,389	4,923	4,923	5,424	5,424	5,424	309	309	5,733	5,733	5,733	309	309	5,733				
Illinois	23,120	23,120	23,097	22,793	20,461	20,439	20,439	21,773	21,773	23,026	23,026	23,026	963	963	24,889	24,889	24,889	963	963	24,889				
Indiana	12,090	12,090	12,092	11,940	10,680	10,645	10,645	11,862	11,862	13,064	13,064	13,064	596	596	13,660	13,660	13,660	596	596	13,660				
Iowa	11,139	11,139	11,118	10,978	9,848	9,842	9,842	10,794	10,794	10,745	10,745	10,745	603	603	12,440	12,440	12,440	603	603	12,440				
Kansas	8,908	10,741	10,717	10,558	9,451	9,422	9,422	10,348	10,348	10,324	10,324	10,324	606	606	11,984	11,984	11,984	606	606	11,984				
Kentucky	8,925	8,925	8,925	8,882	7,066	7,066	7,066	8,752	8,752	8,693	8,693	8,693	459	459	10,086	10,086	10,086	459	459	10,086				
Louisiana	7,427	7,427	7,467	7,395	6,667	6,634	6,634	7,706	7,706	7,661	7,661	7,661	389	389	8,058	8,058	8,058	389	389	8,058				
Maine	3,914	3,914	3,913	3,864	3,460	3,454	3,454	3,747	3,747	3,704	3,704	3,704	210	210	4,307	4,307	4,307	210	210	4,307				
Maryland	4,792	4,792	4,792	4,737	4,267	4,272	4,272	5,225	5,225	5,172	5,172	5,172	220	220	5,964	5,964	5,964	220	220	5,964				
Massachusetts	10,342	10,342	10,342	10,208	9,188	9,196	9,196	9,933	9,933	8,849	8,849	8,849	319	319	10,156	10,156	10,156	319	319	10,156				
Michigan	16,638	16,638	16,649	16,442	14,771	14,770	14,770	16,837	16,837	16,709	16,709	16,709	777	777	19,251	19,251	19,251	777	777	19,251				
Minnesota	12,432	12,432	12,414	12,242	11,007	10,988	10,988	11,992	11,992	11,900	11,900	11,900	657	657	13,832	13,832	13,832	657	657	13,832				
Mississippi	7,975	7,975	7,976	7,898	7,184	7,184	7,184	7,969	7,969	7,904	7,904	7,904	444	444	9,177	9,177	9,177	444	444	9,177				
Missouri	14,374	14,374	14,380	14,191	12,757	12,760	12,760	13,807	13,807	13,660	13,660	13,660	727	727	15,982	15,982	15,982	727	727	15,982				
Montana	5,983	5,983	5,965	5,852	5,111	5,093	5,093	5,993	5,993	5,906	5,906	5,906	381	381	6,937	6,937	6,937	381	381	6,937				
Nebraska	4,418	4,418	4,408	4,291	7,442	7,426	7,426	8,111	8,111	8,050	8,050	8,050	484	484	9,392	9,392	9,392	484	484	9,392				
Nevada	4,851	4,851	4,852	4,786	4,339	4,334	4,334	4,997	4,997	5,398	5,398	5,398	63	63	5,721	5,721	5,721	63	63	5,721				
New Hampshire	2,303	2,303	2,303	2,274	2,304	2,046	2,046	2,173	2,173	2,156	2,156	2,156	121	121	2,519	2,519	2,519	121	121	2,519				
New Jersey	9,433	9,433	9,434	9,304	8,395	8,397	8,397	9,195	9,195	9,132	9,132	9,132	326	326	10,447	10,447	10,447	326	326	10,447				
New Mexico	6,412	3,657	6,424	3,654	3,593	3,593	3,593	6,592	6,592	6,501	6,501	6,501	407	407	7,601	7,601	7,601	407	407	7,601				
New York	33,892	33,892	33,883	33,431	30,086	30,096	30,096	31,014	31,014	30,724	30,724	30,724	1,183	1,183	35,270	35,270	35,270	1,183	1,183	35,270				
North Carolina	11,379	11,379	11,377	11,250	10,177	10,194	10,194	11,725	11,725	11,665	11,665	11,665	618	618	13,561	13,561	13,561	618	618	13,561				
North Dakota	5,974	5,974	5,964	5,878	5,270	5,265	5,265	5,816	5,816	5,771	5,771	5,771	362	362	6,737	6,737	6,737	362	362	6,737				
Ohio	20,102	20,102	20,093	19,795	17,767	17,722	17,722	19,554	19,554	19,383	19,383	19,383	881	881	22,497	22,497	22,497	881	881	22,497				
Oklahoma	10,112	9,085	9,867	10,014	8,959	8,987	8,987	9,547	9,547	9,460	9,460	9,460	480	480	11,003	11,003	11,003	480	480	11,003				
Oregon	7,081	4,320	7,081	6,998	4,278	3,864	3,864	7,497	7,497	7,493	7,493	7,493	261	261	8,636	8,636	8,636	261	261	8,636				
Pennsylvania	24,973	24,973	24,969	24,641	22,181	22,173	22,173	23,170	23,170	23,011	23,011	23,011	982	982	26,423	26,423	26,423	982	982	26,423				
Rhode Island	2,951	2,951	2,951	2,913	2,692	2,692	2,692	2,691	2,691	2,670	2,670	2,670	121	121	3,081	3,081	3,081	121	121	3,081				
South Carolina	2,951	2,951	2,951	2,913	2,692	2,692	2,692	2,691	2,691	2,670	2,670	2,670	121	121	3,081	3,081	3,081	121	121	3,081				
South Dakota	4,866	4,866	4,862	4,818	4,313	4,313	4,313	4,807	4,807	4,743	4,743	4,743	389	389	5,633	5,633	5,633	389	389	5,633				
Tennessee	10,030	10,030	10,036	9,921	8,560	8,569	8,569	10,250	10,250	10,143	10,143	10,143	540	540	11,902	11,902	11,902	540	540	11,902				
Texas	28,766	28,766	28,775	28,434	25,577	25,584	25,584	29,875	29,875	29,692	29,692	29,692	1,616	1,616	31,404	31,404	31,404	1,616	1,616	31,404				
Utah	4,651	4,651	4,650	4,602	4,149	4,159	4,159	4,704	4,704	4,660	4,660	4,660	195	195	5,548	5,548	5,548	195	195	5,548				
Vermont	2,040	2,040	2,040	2,014	1,812	1,812	1,812	2,009	2,009	1,993	1,993	1,993	121	121	2,331	2,331	2,331	121	121	2,331				
Virginia	8,797	8,797	8,794	8,686	7,619	7,619	7,619	9,419	9,419	9,358	9,358	9,358	474	474	10,624	10,624	10,624	474	474	10,624				
Washington	7,399	6,367	7,394	6,303	6,307	5,682	5,682	8,015	8,015	7,942	7,942	7,942	415	415	9,219	9,219	9,219	415	415	9,219				
West Virginia	5,362	5,362	5,361	5,304	4,766	4,768	4,768	5,330	5,330	5,295	5,295	5,295	274	274	6,156	6,156	6,156	274	274	6,156				
Wisconsin	11,771	11,771	11,763	11,617	10,414	10,444	10,444	11,357	11,357	11,290	11,290	11,290	592	592	13,069	13,069	13,069	592	592	13,069				
Wyoming	4,866	2,605	2,604	4,763	2,567	2,567	2,567	4,767	4,767	4,757	4,757	4,757	170	170	5,575	5,575	5,575	170	170	5,575				
Diat. of Col. Hawaii	2,975	2,975	2,975	2,936	2,643	2,643	2,643	2,873	2,873	2,851	2,851	2,851	121	121	3,281	3,281	3,281	121	121	3,281				
Puerto Rico	2,222	2,222	2,222	2,193	1,974	1,974	1,974	2,229	2,229	2,212	2,212	2,212	-	-	2,452	2,452	2,452	-	-	2,452				
Total	487,500	454,069	487,500	453,664	448,223	443,125	443,125	485,000	449,806	448,250	448,250	448,250	25,400	25,400	557,750	557,750	557,750	25,400	25,400	557,750				



## FEDERAL-AID FUNDS APPORTIONED AND REQUIRED STATE MATCHING FUNDS, FISCAL YEARS, 1946-1958

SHEET 2 OF 3

	1952 ACT FUNDS												1954 ACT FUNDS												1957																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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	PRIMARY, SECONDARY AND URBAN			INTERSTATE			TOTAL			PRIMARY, SECONDARY AND URBAN			INTERSTATE			TOTAL			PRIMARY, SECONDARY AND URBAN			INTERSTATE			TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS

FEDERAL-AID FUNDS APPORTIONED AND REQUIRED STATE MATCHING FUNDS, FISCAL YEARS, 1946-1958

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	1956 ACT FUNDS										
	1957					1958					
	PRIMARY, SECONDARY AND URBAN			TOTAL		PRIMARY, SECONDARY AND URBAN			TOTAL		
	FEDERAL FUNDS	STATE FUNDS		FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS	FEDERAL FUNDS	STATE FUNDS
Alabama	2,504	2,504	20,315	2,257	4,761	17,032	17,032	34,535	3,937	51,567	20,969
Arizona	1,499	584	11,460	681	1,265	12,959	12,959	19,482	1,150	29,671	5,126
Arkansas	1,860	1,860	16,350	1,614	3,474	12,647	12,647	24,701	2,745	37,348	15,392
California	6,722	4,790	57,028	5,175	9,965	45,708	32,573	96,948	8,798	142,656	41,371
Colorado	1,969	1,517	13,669	1,302	2,819	13,389	10,312	23,237	2,214	36,626	12,526
Connecticut	1,165	1,165	2,629	1,070	2,235	7,926	7,926	10,369	1,019	24,295	9,745
Delaware	533	533	6,250	694	1,227	3,626	3,626	10,685	1,181	14,251	4,807
Florida	2,060	2,060	17,002	1,889	3,949	14,009	14,009	28,904	3,211	42,913	17,220
Georgia	2,685	2,685	23,303	2,889	5,474	19,615	19,615	39,616	4,402	59,231	24,011
Idaho	1,220	766	10,123	846	1,612	8,299	5,208	17,208	1,438	25,507	6,646
Illinois	5,577	5,577	47,148	5,239	10,816	37,921	37,921	80,153	8,906	118,074	46,827
Indiana	2,989	2,989	24,327	2,703	5,692	20,328	20,328	41,355	4,595	61,683	24,833
Iowa	2,700	2,700	20,426	2,270	4,970	18,361	18,361	34,724	3,858	53,085	22,219
Kansas	2,557	2,557	18,148	2,016	4,573	17,390	17,390	30,851	3,428	48,241	18,804
Kentucky	2,244	2,244	18,755	2,084	4,328	15,261	15,261	31,883	3,543	47,144	18,804
Louisiana	1,985	1,985	16,506	1,834	3,819	13,502	13,502	28,060	3,118	41,562	16,620
Maine	932	932	8,042	894	1,826	6,333	6,333	13,672	1,519	20,005	7,852
Maryland	1,361	1,361	11,994	1,335	2,694	9,258	9,258	20,390	2,266	29,648	11,524
Massachusetts	2,319	2,319	21,550	2,372	4,691	15,768	15,768	36,295	4,033	52,063	19,801
Michigan	4,294	4,294	35,952	3,995	8,289	29,198	29,198	61,119	6,791	90,317	35,989
Minnesota	2,970	2,970	22,530	2,503	5,473	20,196	20,196	38,301	4,256	56,497	24,452
Mississippi	1,994	1,994	17,853	1,762	3,756	13,559	13,559	26,960	2,995	40,519	16,554
Missouri	3,479	3,479	30,566	3,010	6,884	23,658	23,658	46,047	5,116	69,705	28,774
Montana	1,904	1,520	14,364	1,364	2,489	13,487	10,329	24,419	2,318	37,906	12,647
Nebraska	2,080	2,080	14,342	1,593	3,673	14,147	14,147	24,380	2,709	38,527	16,856
Nevada	1,203	238	10,440	549	1,787	8,179	8,179	17,748	2,592	25,927	2,555
New Hampshire	562	562	6,250	694	1,256	3,820	3,820	10,625	1,181	14,445	5,001
New Jersey	2,376	2,376	21,903	2,434	4,810	16,152	16,152	37,236	4,137	53,388	20,289
New Mexico	1,608	947	12,141	972	1,919	10,936	6,442	20,640	1,652	31,576	8,094
New York	7,977	7,977	70,894	7,877	15,854	54,247	54,247	120,519	13,391	174,766	67,638
North Carolina	3,009	3,009	25,493	2,833	5,842	20,461	20,461	43,339	4,815	52,276	25,276
North Dakota	1,424	1,424	11,086	1,232	2,656	9,684	9,684	18,846	2,094	28,530	11,778
Ohio	5,001	5,001	42,819	4,758	9,759	34,008	34,008	72,792	8,088	106,800	42,096
Oklahoma	2,397	2,387	17,892	1,988	4,375	16,231	16,231	30,417	3,380	46,648	19,611
Oregon	1,862	1,143	13,576	1,118	2,261	12,663	7,771	23,079	1,901	35,742	9,672
Pennsylvania	6,031	6,031	53,608	5,957	11,988	41,009	41,009	91,134	10,126	132,143	51,135
Rhode Island	693	693	6,250	694	1,387	4,715	4,715	10,625	1,181	15,340	5,896
South Carolina	1,587	1,587	13,447	1,494	3,081	10,793	10,793	22,859	2,540	33,652	13,333
South Dakota	1,514	1,191	11,580	1,117	2,308	10,280	8,032	19,687	1,900	29,977	9,922
Tennessee	2,625	2,625	21,383	2,376	5,001	17,851	17,851	36,350	4,039	54,201	21,890
Texas	7,545	7,545	57,472	6,386	13,931	51,302	51,302	97,703	10,856	149,005	62,158
Utah	1,192	402	9,743	518	920	8,104	2,736	16,564	881	24,668	3,617
Vermont	533	516	6,250	694	1,212	3,520	3,520	10,685	1,181	14,145	4,701
Virginia	2,414	2,414	20,243	2,249	4,663	16,413	16,413	34,414	3,824	50,827	20,237
Washington	2,033	1,760	16,061	1,643	3,403	13,823	11,966	27,303	2,793	41,126	14,759
West Virginia	1,362	1,362	11,913	1,324	2,686	9,263	20,292	20,292	2,250	29,515	11,513
Wisconsin	2,856	2,856	25,632	2,531	5,387	19,418	19,418	38,719	4,302	58,137	23,720
Wyoming	1,218	675	10,391	798	1,473	8,283	4,591	17,665	1,356	25,948	5,947
Dist. of Col.	740	740	6,250	694	1,434	5,034	5,034	10,625	1,181	15,659	6,215
Hawaii	574	574	574	-	574	3,906	3,906	-	-	3,906	3,906
Puerto Rico	874	874	874	-	874	5,946	5,946	-	-	5,946	5,946
Alaska	1,933	1,933	-	-	1,933	13,142	13,142	-	-	13,142	13,142
Total	125,000	116,509	1,000,000	106,019	222,528	850,000	792,259	1,700,000	180,337	2,550,000	972,506

1/ No Federal-aid funds were apportioned for fiscal year 1949.

11/	No Federal-aid funds were apportioned for fiscal year 1949.
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# SELECTED INDEXES FOR HIGHWAY CONSTRUCTION, MAINTENANCE AND OPERATION

YEAR	BID PRICE INDEX ON AWARD BASIS <u>1/</u>	BID PRICE INDEX ADJUSTED TO EXPENDITURE BASIS	MAINTENANCE AND OPERATION COST INDEX <u>2/</u>
	1946 = 100 <u>3/</u>	1946 = 100	1946 = 100
1922	88.9	89.3	
1923	99.1	96.9	
1924	95.0	100.2	
1925	90.2	97.5	
1926	86.9	93.3	
1927	85.6	90.6	
1928	80.1	86.9	
1929	77.4	83.1	
1930	72.0	78.6	
1931	64.6	72.4	
1932	51.2	62.1	
1933	62.3	61.5	
1934	70.6	68.3	
1935	67.7	71.5	63.9
1936	69.7	72.0	64.7
1937	66.7	71.1	66.8
1938	61.2	67.5	68.0
1939	61.0	64.6	68.5
1940	60.2	63.3	69.1
1941	68.4	66.8	72.4
1942	91.4	81.1	78.5
1943	104.9	98.7	83.7
1944	95.0	103.1	87.8
1945	91.6	98.9	94.3
1946	100.0	100.0	100.0
1947	113.6	109.6	109.5
1948	127.1	123.0	121.0
1949	122.5	128.7	124.7
1950	115.8	125.4	129.3
1951	129.2	128.1	142.2
1952	136.6	136.5	149.4
1953	134.6	140.6	152.1
1954	127.1	137.2	157.7
1955	128.4	134.3	160.7

1/ The composite mile is made up of average quantities of materials and includes 17,491 cubic yards of excavation, 3,726 square yards of paving, 16,000 pounds reinforcing steel, 4,325 pounds structural steel, and 68 cubic yards of structural concrete. The composite miles does not represent quantities involved in the actual construction of any particular type of road.

2/ Index figures for years subsequent to 1940 have been adjusted downward in order to eliminate the effect of increased design requirements.

3/ The index is based upon the cost of providing a constant quantity of labor, material, equipment and overhead items necessary to perform each maintenance operation on a representative 10,000 miles of highway.

COST DISTRIBUTION FOR THE THREE PRINCIPAL  
TYPES OF HIGHWAY CONSTRUCTION ON  
FEDERAL-AID PROJECTS

YEAR	GRADING AND DRAINAGE (INCLUDING PIPE ITEMS ONLY, NOT BOX CULVERTS)	BASES AND SURFACES (INCLUDING PAVEMENT REINFORCEMENT)	STRUCTURES (STRUCTURAL CONCRETE, STRUCTURAL REIN- FORCEMENT, STRUCTURAL STEEL AND STRUCTURAL EXCAVATION)
	Percent	Percent	Percent
1940	28.1	49.9	22.0
1941	29.9	43.6	26.5
1942	28.4	53.7	17.9
1943	29.9	50.8	19.3
1944	26.0	52.8	21.2
1945	26.9	39.7	33.4
1946	33.6	42.5	23.9
1947	27.7	39.8	32.5
1948	26.7	40.1	33.2
1949	24.1	41.7	34.2
1950	25.9	42.9	31.2
1951	26.3	44.1	29.6
1952	27.3	43.3	29.4
1953	26.0	40.3	33.7
1954	26.2	41.9	31.9
1955	24.4	44.7	30.9

COST DISTRIBUTION FOR THE  
ELEMENTS OF HIGHWAY CONSTRUCTION  
ON FEDERAL-AID PROJECTS

YEAR	MATERIALS AND SUPPLIES	LABOR	EQUIPMENT, OVERHEAD, PROFIT AND MISCELLANEOUS
	Percent	Percent	Percent
1946	34.1	31.3	34.6
1947	31.5	30.6	37.9
1948	32.9	29.4	37.7
1949	34.1	27.6	38.3
1950	36.4	26.3	37.3
1951	37.3	27.3	35.4
1952	37.6	26.8	35.6
1953	36.8	26.4	36.8
1954	37.4	26.0	36.6
1955	44.0	25.8	30.2
1956	47.3	26.0	26.7



# FEDERAL-AID HIGHWAY IMPROVEMENTS COMPLETED, 1917-1955

CALENDAR YEAR	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	MILEAGE COMPLETED <sup>1/</sup>	CALENDAR YEAR
1917-1921	\$221,739,710	\$95,054,171	\$126,685,539	12,919	1917-1921
1922	185,660,120	79,884,635	105,775,485	11,188	1922
1923	129,591,929	57,083,453	72,508,476	7,494	1923
1924	205,006,882	92,911,419	112,095,463	10,946	1924
1925	220,921,440	100,030,331	120,891,109	11,001	1925
1926	214,514,355	92,824,002	121,690,353	10,723	1926
1927	189,348,068	83,984,378	105,363,690	10,220	1927
1928	195,912,316	83,442,675	112,469,641	9,756	1928
1929	196,652,110	79,616,942	117,035,168	8,581	1929
1930	236,520,217	99,838,883	136,681,334	10,339	1930
1931	325,105,159	227,814,430	97,290,729	15,902	1931
1932	205,286,749	95,387,607	109,899,142	10,855	1932
1933	263,636,020	223,178,000	40,458,020	18,219	1933
1934	358,084,651	310,833,927	47,250,724	21,203	1934
1935	242,419,562	218,112,360	24,307,202	12,811	1935
1936	238,139,671	224,960,884	13,178,787	12,258	1936
1937	520,798,487	348,295,953	172,502,534	21,330	1937
1938	308,910,250	183,451,770	125,458,480	11,766	1938
1939	305,768,875	176,145,495	129,623,380	11,776	1939
1940	269,216,254	149,724,230	119,492,024	11,549	1940
1941	273,749,222	148,021,248	125,727,974	9,734	1941
1942	225,949,378	143,130,246	82,819,132	6,898	1942
1943	272,655,530	219,010,151	53,645,379	7,753	1943
1944	135,059,514	108,962,053	26,097,461	4,473	1944
1945	101,036,565	76,484,615	24,551,950	3,035	1945
1946	146,754,295	85,896,372	60,857,923	5,057	1946
1947	421,517,027	223,541,580	197,975,447	15,473	1947
1948	762,988,996	397,462,212	365,526,784	21,725	1948
1949	829,299,532	425,466,029	403,833,503	19,876	1949
1950	753,199,164	389,578,129	363,621,035	19,876	1950
1951	771,707,754	389,564,212	382,143,542	17,060	1951
1952	977,548,330	505,443,612	472,104,718	22,147	1952
1953	1,077,733,058	558,912,556	518,820,502	21,136	1953
1954	1,146,419,141	591,201,721	555,217,420	20,548	1954
1955	1,287,364,032	665,913,438	621,450,594	22,571	1955
Total	14,216,214,363	7,951,163,719	6,265,050,644	468,198	Total

<sup>1/</sup> Includes both initial and stage mileage. Initial construction is the first improvement of a section with Federal funds. Stage construction is subsequent improvement of a section with Federal funds.

AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS <sup>1/</sup>  
BY CALENDAR YEARS

YEAR	EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY	SKILLED	INTERMEDIATE	UNSKILLED
1940	\$.79	\$1.06	\$.66	\$.45
1941	.84	1.12	.70	.47
1942	1.03	1.29	.83	.56
1943	1.27	1.45	1.03	.70
1944	1.37	1.48	1.14	.72
1945	1.44	1.53	1.11	.78
1946	1.49	1.56	1.13	.81
1947	1.59	1.68	1.22	.91
1948	1.72	1.82	1.35	1.02
1949	1.89	1.98	1.41	1.13
1950	1.94	2.03	1.48	1.19
1951	2.11	2.15	1.64	1.27
1952	2.21	2.30	1.71	1.41
1953	2.33	2.44	1.83	1.49
1954	2.46	2.50	1.92	1.53
1955	2.64	2.69	2.08	1.71

<sup>1/</sup> Wage rates apply to work performed by the private contractor with his own organization and with the assistance of workmen under his immediate superintendence.



## MILEAGE OF DESIGNATED FEDERAL-AID HIGHWAY SYSTEMS, BY YEARS

TABLE FM-210

END OF CALENDAR YEAR	NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS			FEDERAL-AID PRIMARY HIGHWAY SYSTEM <u>1/</u>			FEDERAL- AID SEC- ONDARY HIGHWAY SYSTEM <u>2/</u>	TOTAL FEDERAL- AID HIGHWAY SYSTEMS	END OF CALENDAR YEAR
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL			
1923	-	-	-	169,007	-	169,007	-	169,007	1923
1924	-	-	-	174,507	-	174,507	-	174,507	1924
1925	-	-	-	179,501	-	179,501	-	179,501	1925
1926	-	-	-	184,162	-	184,162	-	184,162	1926
1927	-	-	-	187,035	-	187,035	-	187,035	1927
1928	-	-	-	188,017	-	188,017	-	188,017	1928
1929	-	-	-	189,853	-	189,853	-	189,853	1929
1930	-	-	-	193,652	-	193,652	-	193,652	1930
1931	-	-	-	198,967	-	198,967	-	198,967	1931
1932	-	-	-	205,025	-	205,025	-	205,025	1932
1933	-	-	-	207,194	-	207,194	-	207,194	1933
1934	-	-	-	212,496	-	212,496	-	212,496	1934
1935	-	-	-	219,869	-	219,869	-	219,869	1935
1936	-	-	-	224,450	-	224,450	-	224,450	1936
1937	-	-	-	226,829	-	226,829	-	226,829	1937
1938	-	-	-	229,905	-	229,905	-	229,905	1938
1939	-	-	-	232,834	-	232,834	-	232,834	1939
1940	-	-	-	235,482	-	235,482	-	235,482	1940
1941	-	-	-	235,833	-	235,833	80,599	316,432	1941
1942	-	-	-	231,237	-	231,237	98,814	330,051	1942
1943	-	-	-	231,261	-	231,261	107,444	338,705	1943
1944	-	-	-	230,691	-	230,691	136,999	367,690	1944
1945	-	-	-	230,750	-	230,750	77,991	308,741	1945
1946	-	-	-	231,370	-	231,370	325,417	556,787	1946
1947	-	-	-	233,088	-	233,088	366,250	599,338	1947
1948	-	-	-	232,720	-	232,720	378,612	611,332	1948
1949	-	-	-	233,588	-	233,588	398,449	632,037	1949
1950	34,022	3,778	37,800	218,920	15,153	234,073	409,866	643,939	1950
1951	34,022	3,778	37,800	219,227	15,799	235,026	429,438	664,464	1951
1952	33,323	4,336	37,659	217,320	17,097	234,417	440,704	675,121	1952
1953	33,323	4,336	37,659	215,383	18,440	233,823	470,327	704,150	1953
1954	33,254	4,346	37,600	215,067	18,748	233,815	492,148	725,963	1954
1955	34,480	5,510	39,990	216,377	18,737	235,114	514,052	749,166	1955

1/ The rural mileage of the Federal-aid primary highway system was designated in accordance with the Federal-aid Highway Act of 1921; the mileage in urban areas was authorized in the Federal-aid Highway Act of 1944. The figures include the mileage of the Interstate System.

2/ Small amounts of Federal funds had been authorized periodically since 1933, but the selection of a Federal-aid system cooperatively by the States, local governments, and the Bureau, to which Federal assistance is restricted, was provided in the Federal-aid Highway Act of 1944.











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Federal Legislation and Regulations Relating to Highway Construction (1948). Out of print.  
Financing of Highways by Counties and Local Rural Governments: 1931-41, 45 cents; 1942-51, 75 cents.  
First Progress Report of the Highway Cost Allocation Study, House Document No. 106 (1957). 35 cents.  
General Location of the National System of Interstate Highways, Including All Additional Routes at Urban Areas Designated in September 1955. 55 cents.  
Highway Bond Calculations (1936). 10 cents.  
Highway Bridge Location, No. 1486D (1927). 15 cents.  
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Highway Needs of the National Defense, House Document No. 249 (1949). 50 cents.  
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Interregional Highways, House Document No. 379 (1944). 75 cents.  
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Manual on Uniform Traffic Control Devices for Streets and Highways (1948) (including 1954 revisions supplement). \$1.25.  
Revisions to the Manual on Uniform Traffic Control Devices for Streets and Highways (1954). *Separate*, 15 cents.

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Taxation of Motor Vehicles in 1932. 35 cents.  
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## MAPS

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Express Highways in the United States: a Bibliography (1945).  
Indexes to **PUBLIC ROADS**, volumes 17-19 and 23.  
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